

Tenth Anniversary Issue

STEAMBOAT
Journal Of The Steamship



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--Photo by W. K. Covell

M O R S I A N A

By Jay Allen

I. The J. T. MORSE Writes Steamboat History

"To leave Boston Harbor in the late afternoon of a hot summer day; to sail away from the clanging elevated on Atlantic Avenue, the rattling traffic and the city smoke; then to awaken the next morning at dawn in quiet, cool rock-bound Rockland Harbor, to the putt-putt of lobster boats, the cries of breakfasting gulls, and the low rhythmic rumble of freight trucks--that was veritably a heavenly change from one world to another, especially for a youngster. How eagerly as children we used to run to the stern of the CAMDEN or BELFAST to get a first glimpse of 'Her Majesty, the J. T. MORSE.' And a fine view it was, looking down on her impressively pointed forward deck [see SB 1:26].... At last, at about five o'clock, we would find ourselves going across the passenger gangplank onto the saloon deck forward of the dear old 'J. T.'" --From the author's pamphlet The Steamer J. T. MORSE.

We were bound to Seal Harbor, a trip of "scenic crescendo" from Rockland, to quote the company folders. And it was the J. T. MORSE that carried us there every summer from as far back as I can remember until I completed my formal education. Moreover, she was just the right boat for the assignment. She was large enough to be impressive (she even had staterooms!) and to carry her allowance of 347 passengers without any sense of crowding; yet she was small enough for fairly young children to roam about at will, and for slightly older ones to comprehend her modus operandi from her obvious engine to her landing techniques--even her dead reckoning in fog. Her whistle was unusually pleasing, her bell sonorous, and her wake most sightly. And when one looked beyond the decks and the wake, there was the Maine Coast scenery with its spruce trees crowding down to the pink and gray granite shores, its mountains, its unique lighting, its exhilarating salt air spiced with pine, and the variety caused by its ten-foot tides. There were yachts and other steamers passing and often saluting, lighthouses saluted her, and every hour or so there was a landing to be made--different each trip because of variations in wind and tide.

Now, what happens when you expose a not-insensitive youngster to such a combination of impressions year after year? He becomes a member of the SSHSA, of course! But in my case there was at first no such society, and then after one was formed it was inactive. So I thought maybe we needed some sort of a journal, and, with the backing of a few friends and the editorial assistance of C. Bradford Mitchell and R. Loren Graham, I launched Steamboat Bill of Facts Relating to American Steamboats Past and Present in April, 1940. A lot of steamboat history has been written in its pages in the last decade--made possible pretty directly by the influence of J. T. MORSE on me. Hence the title of this first section of "Morsiana."

It seemed appropriate, therefore, when Brad Mitchell asked me to write the leading article for this Tenth Anniversary Issue, that I should give you a bit of pictorial and literary Morsiana, both to supplement material already published about the MORSE, and to share with you some of the friendly contacts I have made with others who were also fond of her. When you consider that she ran on the same route for 28 years (1904-1931) and was the largest boat (210' o.a.) running regu-

larly in those waters after the FRANK JONES left in 1905, it is not surprising that many others besides myself fell under her spell. Maybe we should form a club!

For example, in reply to my letter kindly printed by the Maine Coast Fisherman, Frank Bobbidge sent from Portland a card, taken from Gotts Island, showing the MORSE passing Bass Harbor Head. The boat's image is too small for our "Album Leaves," but he writes: "The keeper at the light would answer the three blasts of the whistle by three strokes of the bell. They could not find a whistle that would give the right echo from the land in the fog till they took the one of the MOUNT DESERT...that ran from Rockland before the MORSE was built. In going toward Bar Harbor in fog a high head gave a sharper sound than lower land. And by the sounds the captain could tell where they were."

Ralph Kingsley has another explanation of how the MORSE got the "Old Mounty's" whistle. "As a native of Bar Harbor...I knew the MORSE & all her officers, as well as her predecessor the MOUNT DESERT, well and made many passages on them.... You possibly know that the residents of Bar Harbor petitioned Eastern S.S. Co. to remove the whistle from MOUNT DESERT & put it on the J. T. MORSE, as it was a sweet toned whistle & familiar to us over the years; & this was done.... These steamers taught us the beauties of our coast--the look and smell of a pea soup fog that dripped from your nose & ears.... As a matter of prying 'Down East curiosity' what are you doing out in Illinois?"

Mrs. Bradford Bray of Vinal Haven responded to the MCF letter with a snapshot of the MORSE reflected in the early morning calm of "Fox Island Thoroughfare just before she made her turn for landing at North Haven"--an effective picture, but again too small for our purpose here.

Capt. Roswell Eaton, who saw my letter in the Rockland Courier-Gazette, writes: "I was a deckhand on the MORSE the first two years it ran and quartermaster part of the second year.... I am a native of Maine, and have been following the sea for fifty years--come March of this year." He is now master of the tug LEWIS NO. 8 at Port Washington, N. Y. Congratulations, Cap'n Eaton! Space limitations prevent my mentioning all who responded to these letters, but I am most grateful to them all.

Just about a year ago, another "Morsomaniac" wrote me out of the blue --John Davidson of Detroit. It seems the J. T. MORSE is his favorite boat, too! After I sent him a copy of my pamphlet, he wrote: "One thing which I do not think you mentioned...was the rolling of the ballast barrels on the freight deck when she made a sharp turn. I always used to go below when we approached the bell buoy to head into the Western Way. From our cottage on the north shore of Gotts Island we could watch her make the turn, and, in spite of the ballast barrels, she would heel quite sharply to starboard as she turned." (How in the world did I, Jay Allen, ever miss this detail in my 25 years' acquaintance with the MORSE?)

"Whenever we had friends coming on the MORSE to visit us," John continues, "we would write them to watch for

Bass Harbor Head and then get themselves way up in the bow and watch our shore. We would all have towels tied on the end of long sticks and we would wave them frantically as the MORSE passed opposite us, and of course our friends on deck would wave in return. The captain or pilot would then see what was going on, and, although we were a mile away to the south, he would often give three blasts in salute. So, if you have ever happened to be aboard when the MORSE saluted a bunch of crazily waving towels on the north shore of Gotts Island, that was the Davidsons welcoming their friends to God's own country!"

With this vivid description of the lively esprit de corps engendered by the MORSE all along her route, let us turn to "Album Leaves" for a brief story of J. T. MORSE in pictures.

II. Album Leaves

(Pictures A, B) Captain Everett Leander Thompson, last captain of J. T. MORSE (1923-1931), died in Rockland last November, at the age of 76. His first job in steam vessels was that of deckhand and watchman on MOUNT DESERT. He rose in rank on various steamers of the company, at length serving as master of MAY ARCHER, CATHERINE, SOUTHPORT, WESTPORT, and J. T. MORSE. We honor him here with two photographs. The first shows him at the bell-pull, making a landing at Seal Harbor, August 24, 1928. The other, showing him with his officers, was taken at Bar Harbor about 1930. Front row: George Davis, purser; John Marshall, chief engineer; Captain Thompson; John Sullivan, engineer; Raymond Grindle, chief steward. Second row: Harvey Freeman, mate; Leon Spinney, pilot. Third row: Ed Carmen, quartermaster; Norman Colomy, ticket collector. Fourth row, Lawrence Harper, quartermaster. Capt. Thompson did not remember the name of the highest man in the picture. To quote the Rockland Courier-Gazette, "Captain Thompson will be remembered as a courteous gentleman and officer, a fine navigator, and a strict but fair disciplinarian aboard ship. His friends are legion, embracing the travelling public of the whole east coast."

(Cover) This animated picture was taken by that arch-photographer of beam-

engined steamboats and past-president of SSHSA, King Covell, at Seal Harbor on September 1, 1929. This was the last year that she carried MOUNT DESERT's whistle. Picture C was taken five years later by the same photographer at the Battery, New York. Note how uncannily similar the pose, even to the angle of the walking beam! Note also how she has been cut open for Coney Island traffic, and the difference in the number of passengers aboard--eloquent testimony as to why she left Maine. She ran as



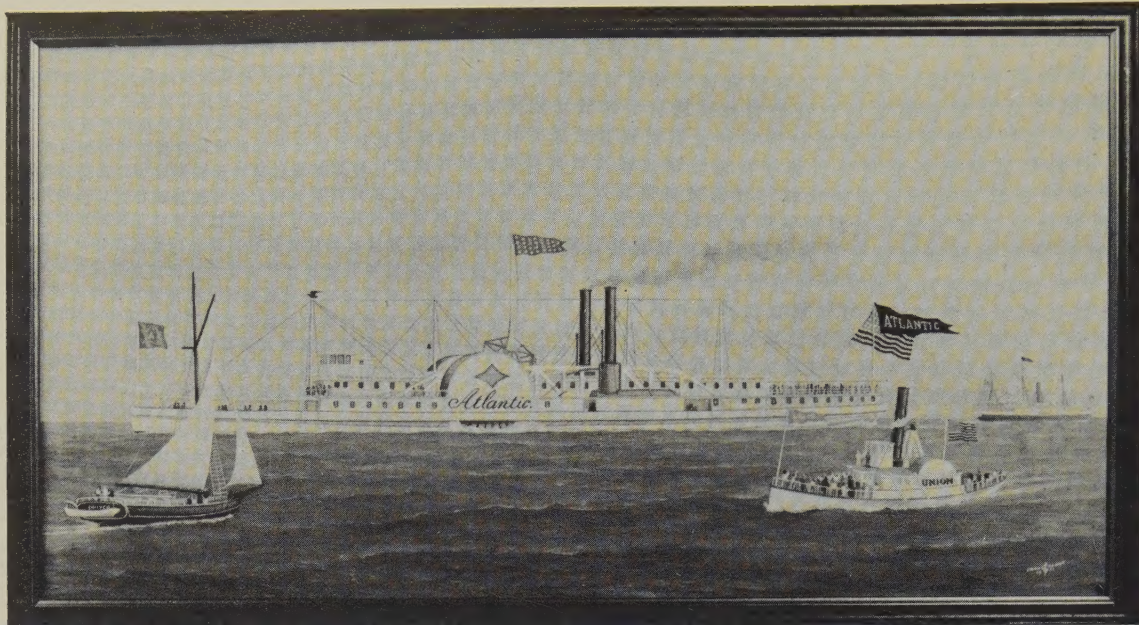
(A) --Author's photo



(B) --Author's photo

ATLANTIC, GASLIGHT QUEEN OF THE SOUND

By Sandy Adams



When we asked our first and third editors to lead off this Anniversary Issue, we could not ask our second. But he had contributed something already--this copy of his painting of ATLANTIC given the present editor eight years ago.

Arthur C. Adams--Sandy, to the SSHSA--was a charter-member. He compiled, with Ross Black, a Long Island Sound steamer list for the second Bill (1:15), and wrote "The Central Vermont Transportation Co." for the fourth (1:44). In 1943, when war threatened to kill the magazine, he took it on in spite of other heavy duties, and not only kept it alive but expanded it. His sudden death in 1946, besides being a grievous loss to us all, cut short his great work of painting the famous steamers of the Sound. His ATLANTIC--built and lost in 1846--was a favorite work with him. It is surely one of his best.

YANKEE in New York waters from 1933 through 1939. Then she lay idle until broken up in 1942 at Rossville, S. I.

This pictorial story of the MORSE will be continued in a future issue with a page of postcards and a page of snapshots from many contributors. The full story of YANKEE will come later.

III. Addenda

1. Morsiana Reference List.

a. "Steamer J.T.MORSE In Her Prime," by Capt. Walter E. Scott, Steamboat Bill, 1:26-28 (December, 1940). Other references in the Bill are: 1:5, 17, 20, 30, 80, 81, 139; 11:190; 111:330, 332, 355.

b. Two items by the author:

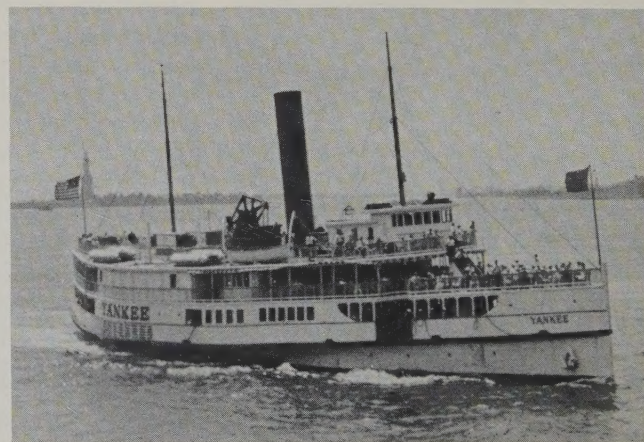
(1) The Steamer J. T. MORSE, Her History and Adventures, reprinted from Old-Time New England, Boston, Society for the Preservation of New England Antiquities, 1937. 40 pp. 14 ill.

(2) "The J.T.MORSE, A Chronological Summary," in Steamboat Lore of the Penobscot by J.M. Richardson, Augusta, 1944, 50-52. 5 ill. The chronological table on which this is based appeared May 17, 1935, in the Bar Harbor Times.

c. "Capt. Lewis Shute Names The MORSE's Crew," Rockland Courier-Gazette, January 9, 1940. This supplies names missing from the picture of the 1917 crew on page 5 of my pamphlet.

d. Yankee Coast, by Robert P. Tristram Coffin, New York, Macmillan, 1947, is the best reference I know for getting a feeling of the Maine Coast magic--an essential factor in Morsiana.

(Concluded on page 27)



(C)

--Photo by W. K. Covell

THE LOSS OF THE SANTA CLARA

By Frank O. Braynard

At three minutes to eight in the morning of June 7, 1944, one day after D-Day, the United States transport SUSAN B. ANTHONY a SANTA CLARA was steaming in convoy toward the shores of France, and all was serene. Aboard were 2317 combat troops and a complement of 40 officers and 348 crew--a total of 2705 souls. Exactly 133 minutes later, the vessel disappeared beneath the water--without the loss of a single life. The story of these two hours and thirteen minutes makes a record of cooperation and discipline with few equals in maritime annals.

Only thirty-one minutes from Omaha Beach, SUSAN B. ANTHONY was proceeding in convoy with GEORGE GOETHALS, BORINQUEN, and GEORGE S. SIMONDS a GREAT NORTHERN b COLUMBIA c H. F. ALEXANDER. A number of British warships were guarding the convoy, which was led by the ANTHONY.

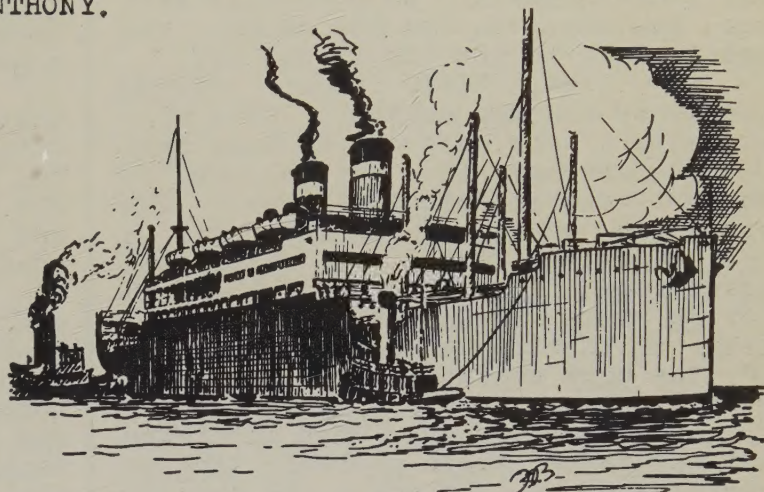
All messes had just finished feeding the crew and troops when, without warning, the vessel was lifted from the water and hogged by a violent explosion under her at about frame 142. She settled and sagged. High columns of water rose noiselessly from the sea abreast number four hatch, to port and starboard. All power throughout the ship was lost with the explosion. Use of steering gear was lost, and the rudder indicator went to hard left and remained there. The ship veered left and began to lose way.

On the bridge, Capt. Thomas L. Gray ordered the international signal "NOT UNDER COMMAND" hoisted. Another signal, "I HAVE BEEN MINED," followed. The whistle and siren were inoperative. There was no panic.

In the engine room, the cast iron main condenser head had ruptured, the auxiliary steam lines were broken, and the watertight door between the shaft alley and the engine room had been blown open, with all dogs and the upper hinge sheared off. The engine room began to flood through the main injection, overboard discharge, and various sea suction valves. The room filled with steam immediately. Floor plates and their supports collapsed in the fireroom and engine room.

Slow and difficult work with pipe wrenches enabled Engineering Officer Hjalmer E. Westerberg to secure the injection and overboard discharge valves, but not until considerable flooding had taken place. In the fireroom, shell plating opened about twelve feet along one seam on the port side. Oil and water began flooding the compartment. The bilges filled to the floor plates almost at once.

Number four and five holds began flooding, as did the shaft alley. The main deck buckled from frame 175 to



SANTA CLARA

Author's drawing (from Lives of the Liners)

frame 185. The starboard wire stay to the main topmast parted, causing the wooden pole topmast to break and hang from the mast. The port main turbo-generator shifted out of line. Panels on the switchboard broke. The public address system failed, and so did all telephone circuits. Typewriters in the radio room were thrown out of wells to the deck. Many of the ship's guns were warped, jammed, and smashed.

Repair parties assembled at scenes of damage before the word was passed for them to do so. The ship was not called to general quarters. Under the circumstances, Capt. Gray thought such a move undesirable.

The vessel began to list to starboard. All troops and crew, except gun crews and repair parties, were ordered to abandon-ship stations six minutes after the explosion. Raft painters were cleared and laid out on deck, with men standing by, directed not to lower rafts without further orders.

Nearby ships were asked by semaphore to come alongside to evacuate troops. The USS PINTO complied immediately, as the list to starboard increased from six to eight degrees. Capt. Gray ordered troops to shift to

the port side, thereby correcting the list. At 8:22, PINTO made fast to the port side and began towing the ANTHONY toward shallow water.

Brigadier General Sam Williams, Commanding Officer of Troops, requested permission for troops to go to their quarters to recover arms and equipment, but was denied for the reasons that the troops were important as counter-flooding weight, and that they were standing fast at abandon-ship stations under perfect control and discipline. Salvage parties went below for the arms and equipment. An emergency message was sent to the USS ANCON, requesting aid to get the troops off.

At 8:24, PINTO began having trouble by fouling davits. Five minutes later, she cast off to make fast on the starboard side; but returned to the port eleven minutes later. The port motor whaleboat was lowered, as word came that water was above the engine room floor plates. When oil flowing into fireboxes ignited, the steam smothering valves were opened, and the crew evacuated the fireroom. The ship began to settle faster.

At this time Capt. Gray concluded that the vessel would probably sink or capsize before she could be brought into shallow water. He determined that, aside from continued use of repair parties to reduce flooding, all efforts should be devoted to debarking the troops. Launching of rafts was delayed because they might interfere with getting large craft alongside; but, since only PINTO had responded to the call for aid, the whaleboat was sent to ask other craft to come alongside.

At 8:40, permission was granted the Communication Officer to destroy secret and confidential publications. Ten minutes later, HMS MENDIP came alongside outboard of PINTO, and troops began crossing the American to the British vessel. At 8:57, HMS NORBOROUGH moved into the starboard side forward. Because of bad sea and wind conditions she asked SUSAN B. ANTHONY to let go an anchor. Capt. Gray, obliged to concede the vessel lost, complied, and let go the port anchor with sixty fathoms of chain into sixteen fathoms of water.

NORBOROUGH's courageous example was a stimulant to more timid vessels. Others followed, and so eased the job of troop transfer that it was unnecessary to use rafts.

By 9:05, the main deck was awash at the stern. Troops were moved to NORBOROUGH from the foredeck and from the second deck amidships. LCI-489

came alongside astern of NORBOROUGH, and HMS RUPERT took position outboard of the latter vessel. Eighteen feet of water was above the floor plates of the engine room, and it was abandoned. LCI-496 came along the port side forward and took off about 300.

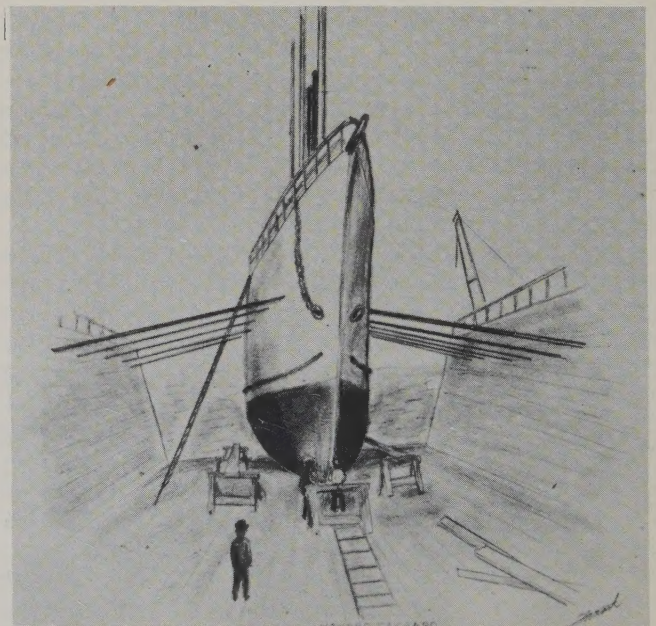
By 9:25 the after deck was awash, and sea water was about to enter number five hold through companionways. Ten minutes later the nest of rafts on the port side of the bridge was launched. By 9:43, only 100 troops remained aboard, on the foredeck and along the port side. The crew was ordered to abandon ship at that time, as a marked list to port developed.

At 9:55, the list was so heavy that all craft were cleared from the ship's sides. In the case of PINTO, this was an absolute necessity, as she was already in danger from smoke and flames from the sinking vessel's stacks and midship section.

The port side of the main deck was awash to about frame 115. Some twenty of the crew remained aboard with Capt. Gray, at number two and three hatches. The Captain ordered the men to get into the water and swim directly away from the vessel. At about ten o'clock, he followed. All swimmers were quickly picked up. SUSAN B. ANTHONY disappeared at 10:10.

* * * *

Some time later, Capt. Gray, who is today labor relations advisor to the Grace Line, recommended Naval recognition for 22 of his officers and men. The Navy, in a move said to be unique, accepted each and every recommendation, awarding twenty-two medals.



HOWARD CASSARD

--Drawing by author

HOWARD CASSARD, KNIFE BLADE ON EDGE

By W. C. Steuart

The shipyards of Baltimore, busy and numerous for 200 years, have produced many vessels. Some, like the Navy schooner ENTERPRISE and the clipper ship ANN McKIM, were the perfection of their type. But, as always happens in any art or industry calling for originality in design, there were freaks among the ships which slid off the ways of Baltimore's busy yards. Of these may be cited the Lake submarine, which travelled from Baltimore to Norfolk on wheels, along the bottom of the Chesapeake, the Winans "Cigar Boats" with their huge propellers encircling their cigar-shaped hulls, the "double-sterned" yacht designed and built by Col. H. Ashton Ramsey, and HOWARD CASSARD. The last, while more conventional in appearance than the others, was as strange as any of them in her defiance of the rules of naval design.

On the eve of that decade which we like to call the "Gay Nineties," the family of Cassard was prominent in Baltimore business. The founder of the family fortune had amassed wealth in the lard business, and Cassard's Lard was literally a household word in Baltimore. The shoemaker often fails to stick to his last. Turning from prosaic but profitable lard, Cassard became acquainted with an eccentric naval architect named Robert M. Fryer, who had conceived the idea of a fast transatlantic passenger ship which would cut the average crossing time of those days in half. He plainly had some knowledge of marine design, or he could not have attempted what he did. Had he been a better designer, he would not have attempted it.

His dream became the HOWARD CASSARD. I well remember having her pointed out to me in Baltimore harbor when I was a small child. There was nothing in her appearance, when seen from a little distance, to reveal her freakish design. To the nontechnical observer, she appeared as a sleek steam yacht. Painted white, with two rakish smokestacks, three rakish masts, and a clipper stem, she was really a handsome vessel. There was very little superstructure. Only in the details of her design did she reveal how far Fryer had departed from the fundamentals of marine architecture.

She was 222' long on deck, 206' between perpendiculars, and 18'4" in depth of hold--with a beam of only 16'.

A veritable knife blade on edge. Her center of gravity was 14" below the waterline. She had a vertical compound engine, with cylinders 30" and 60" in diameter by 24" stroke, intended to develop 1100 hp. under natural draft, 2500 hp. under forced draft. Her boilers were built by "Ward of West Virginia," perhaps the Charles Ward Engineering Co. of Charleston, W. Va., since famous as builders of tunnel-screw boats. These boilers are said to have been 8' in diameter by 10' high. They weighed 50,000 lb., with water. A comparison with a boat of more orthodox design is interesting (see table at the foot of the page).

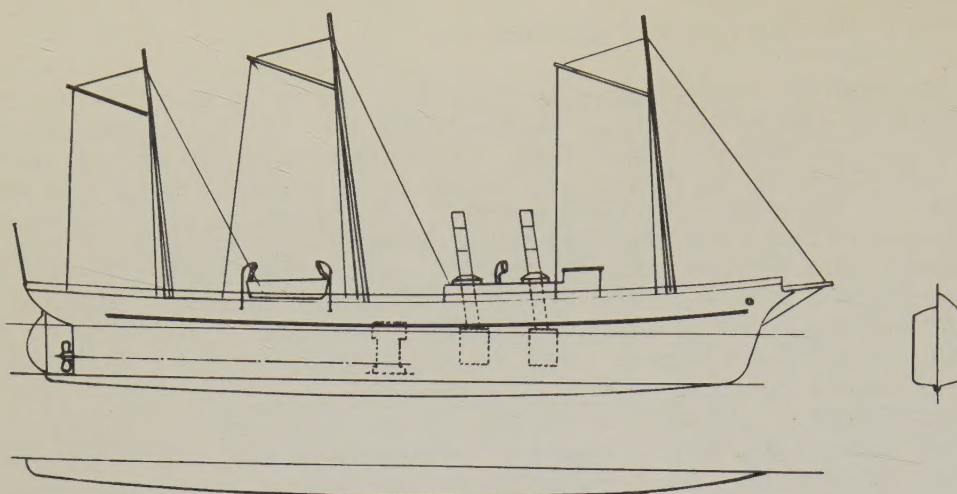
Of course, with the factors of boiler design and steam pressure unknown, it is difficult to draw an accurate comparison. Taking the date into consideration, it is not likely that the boilers were other than fire-tube, or that the pressure exceeded 150 lb. If this assumption is correct, HOWARD CASSARD's boilers were woefully lacking in steaming capacity. Subsequent events bore this out.

The weight of her boilers has been given. The weight of her engine was 70,000 lb. Her shaft was 92' long and weighed 32,000 lb. It was forged in Pittsburgh. Her propeller, 9'8" in diameter, was four-bladed with "staggered blades and increasing pitch."

Her hull dimensions scarcely need comment. A modern vessel of similar length would have a beam of from 30' to 40', a depth of hold of from 16' to

COMPARATIVE TABLE

HOWARD CASSARD	Modern Tug
Engine:	Engine:
Vertical compound: 30", 60" x 24"	Vertical compound: 15", 30" x 30"
Volume of h.p. cyl.: 16984 cu. in.	Volume of h.p. cyl.: 5280 cu. in.
Boilers:	Boiler:
Type: Unknown	Type: Scotch
8' diameter x 10'	11' diameter x 12'
No. of boilers: 2	No. of boilers: 1
Volume of boilers: 1000 cu. ft.	Volume of boiler: 1140 cu. ft.
Steam Pressure: Unknown	Steam Pressure: 150 lb.



S. S. HOWARD CASSARD
BALTIMORE 1890
220' O.A. 206' S.P. 16' BEAM 18'-4" DEPTH OF HOLD

--Drawing by author

22'. Giving the CASSARD stability was like weighting a plank so that it would float on edge. She was provided with an iron keel 15" deep at the bow, 45" at the stern, and weighing 68,000 lb. The weight of her machinery was in some manner transferred directly to this keel.

Accommodations were provided for 100 passengers. I recall being told by my elders that she had Pullman berths ranged along her saloon. Considering her beam, this seems probable.

It is said that H. Ashton Ramsey & Company, her builders, were not actually shipbuilders. Possibly no reputable shipbuilder would touch her. The head of this firm was Col. H. Ashton Ramsey, who, in spite of his military title, was the former chief engineer of the Confederate ram VIRGINIA a MERRIMAC in her battle with MONITOR. The plant was located on Locust Point in Baltimore harbor, at the site now occupied by the American Sugar Refinery. Her building was supervised by the Monumental Construction Company, of which Howard Cassard was president.

She was built of steel, and her keel was laid May 1, 1890. The launching took place November 6, 1890. Five thousand spectators lined the shore, and 2000 more viewed the ceremony from the excursion steamer COLUMBIA, once well known in New York. Mr. George Kelly of Baltimore, a former resident of Locust Point, states that his father, an expert in such matters, was asked to supervise the launching, but wisely refused. Fryer therefore undertook the job himself. Here again he demonstrated his scant knowledge of shipbuilding.

The launching ways were inadequately braced. The ship veered to starboard, her coal ballast shifted, and she partly capsized. Baker Whitely's large seagoing tug BRITANNIA was standing by; and the tug BALTIMORE, possibly the principal tug of that name, was moored nearby. HOWARD CASSARD crashed over on these two tugs, her mizzenmast striking BRITANNIA and breaking

off. Her foremast struck BALTIMORE's stack and carried it away. It was an inauspicious launching and a forecast of things to come. BRITANNIA, a powerful tug, succeeded in dragging her off to the shipyard of William E. Woodall & Sons, where she was placed in the floating drydock for installation of her tailshaft. The accompanying sketch shows her in drydock.

Her history after this is a little confused, and only such accounts as are in agreement have been relied on. It is known that she started on a trial trip with a number of passengers or invited guests. The destination of this run is unknown, but it was probably a trial run down the Patapsco and possibly a little way down the Chesapeake. As might have been expected, it was quickly discovered that her boilers were inadequate to supply steam for her engine.

Worse, she took a bad list, and her passengers became frightened. One account says she got no farther than a pier on the other side of the harbor. A newspaper account says, "Her passengers left her and returned to Baltimore by train." There are only three possible places where her passengers might have entrained: at Canton across the harbor, now a part of Baltimore City; at Sparrow Point, eight miles down the Patapsco; and at Annapolis, 30 miles down the Chesapeake. As it seems certain she did not get very far, and as the statement first quoted says she sailed only across the harbor, Canton would seem to be the point reached on her trial trip. If this is correct, she never left Baltimore harbor.

It seems clear that her projectors lost hope of doing anything with her. Several persons interviewed claimed that their parents or grandparents had a hand in wrecking her. Perhaps all of them did. My own recollection is that she lay in the harbor for a while before she was handed over to the wreckers.

An elderly Baltimorean relates that, one day some years later, he was in the Cassard place of business talking to Gilbert Cassard, a member of the family. After Cassard had

left, a stranger approached and asked, "Was that Gilbert Cassard?"

"Yes," replied the narrator.

"I wish I had known that sooner," said the stranger. "I would have liked to poke him in the nose. He persuaded my father to invest thirty-five thousand dollars in the HOWARD CASSARD."

The sketch on page 6 is one of two made from photographs too faded to be reproduced. It is not exaggerated. The line drawing was made from the photographs, from her known dimensions, and from recollection.

THE SANTA FE TUG

By Jerry MacMullen

Nearly everyone has his favorite ship. Many honest tears were shed when BAY CITY was towed away, to rot on the South San Francisco mudflats; everyone knew that things would never be the same again, when they made a fishing wharf out of the trim little JAMES M. DONAHUE; and today there are mutterings of all but armed revolt, as they pick the grand old YALE to pieces, up at Stockton.

To the kids around the San Diego waterfront half a century ago--and less--the pride of the harbor was a diminutive steam tug named SANTA FE--or, as she generally was called, "the Santa Fe tug." Those who used the name before the rig either thought, mistakenly, that she belonged to the Santa Fe Railway, or were unconsciously using the phraseology of a more distant time. If you will dip back into the older marine publications, you will read that "the SALEM packet will accept cargo" at such and such a time, or that "the DEFIANCE frigate" had met with some high adventure. And who among us old gaffers, who like to sit and mumble of the glories of the past, did not have to memorize, in his grade school days, the poem which dealt with the melancholy fate of "the crew of the NANCY brig." The SANTA FE tug, which in one sense was a link between the Civil War and the first World War, was entitled to this quaint description.

The Civil War link may be a bit tenuous, but it was there: SANTA FE was built in the boatyard of the old Coronado Beach Company, on San Diego Bay. Her master-carpenter--and designer--was Chris Telson, who, in his early days, had been a shipwright at Charleston Navy Yard. When the Confederates took the yard, they captured him and put him to work. His first job was on the salvage and refitting of the scuttled USS MERRIMAC, which emerged as the ironclad CSS VIRGINIA.

Telson brought some of the Old South with him to Coronado. In fact, the ferry SILVER GATE, which he built, had pilot houses and hurricane deck gingerbread which were pure Mississippi River, and which confused maritime archaeologists who were not in on the secret. But that is another story.

The SANTA FE tug was laid down in the spring of 1887--a wooden vessel, 70'x16.3'x6', with a gross tonnage of 164, net of 82. She was twin-screw.



SANTA FE

--Author's photo

The work went slowly, and not until the last week in December did the newspapers report installation of her tanks and other equipment. They got her overboard along in the spring of 1888, and there was some comment on the fact that she had cost the huge sum of \$10,000.

Her one little boiler supplied

the steam for a pair of engines which were nothing if not unique, for they were of the oscillating type, each consisting of a single cylinder--which cylinders were mounted on opposite legs of an A-frame. They were 11"x15", and were manufactured by the Chillicothe Foundry & Machine Works of Chillicothe, Ohio.

From the spring of 1888 on, the little SANTA FE played her part in the history of the growing port. She shared her work with the tugs ROVER, EMMA, and GEN'L McPHERSON (later converted into a schooner), but she was the one that seemed to bask in the limelight. She was a good investment for her owners, Spreckels Brothers' Commercial Co., even at the moderate towage rates of the times. Her stout manila towlines brought in a stately procession of tall square-riggers, as well as lumber-laden schooners from the Pacific Northwest. She towed barge-loads of bricks from the long-forgotten kilns at Brickyard Cove (even the name has vanished today), and she actually towed houses from Coronado to San Diego.

That was in the early 1900's, when a terrific storm ripped away much of what is now Ocean Boulevard in Coronado. Fearing an eventual tidal wave, many people had their homes jacked up and skidded onto huge lighters, whereon SANTA FE towed them to the greater safety of San Diego, across the bay, there to be set on new foundations.

She did not escape mishaps. It was a sad time for us young squirts when, one wild night, she quietly sank alongside the old Coal Bunkers Wharf--and a happy one when she was patched up and raised. Her post-raising trial trip was notable for even greater noise than usual, and she never did run too quietly, being innocent of condensers. But as the water was worked out of her machinery, she calmed down.

Then, there was the time when she cracked the casting whereby her rudder chains swung the big barn-door of a rudder. Capt. Joe Brennan was quick, in this emergency, to make use of that twin-screw feature. A long stick was lashed to the throttle of the port engine, and led over to the starboard door of the engine room, from which

Cap'n Joe could reach, with one foot, the throttle on the starboard cylinder. And so he sat in the door, operating the two throttles, thus steering the tug, during the week in which the foundry was turning out a new quadrant for the rudder.

When, in 1906, the Benson Lumber Company started towing 900-foot log rafts from the Columbia past the entire length of Oregon and California and into San Diego, SANTA FE got a new job: she would meet the rafts outside and, after making fast at the stern of the slow-moving mass of logs, would act as its rudder. But, even then, her sands of time were running out.

The steel tug BAHADA came out in 1902, and fell heir to the heavier work. Little by little, SANTA FE was relegated to the status of relief tug. When a big construction job on North Island called for a steam power-plant, she was beached nearby, so that steam might be piped from her boiler to the pumps and other equipment. The job finished, she was laid up at the old Santa Fe Wharf--gone today, and practically forgotten. Her boiler deteriorated, and nasty little things with sharp teeth went to work on her planking. Came the day when the Steamboat Inspectors looked her over, and sadly shook their heads.

Her boiler and machinery were taken out, the little red cabin was reduced to junk lumber, and a low, peaked roof was put on, over huge water tanks installed in her hold. For a few years she was used as a water barge, her principal customer being the late John D. Spreckels' steam yacht VENETIA. Then, in the early 1920's, she was lying alongside the wharf one foggy night when the steam schooner FRANK D. STOUT came in. Apparently the schooner thought she had more room than she had. There was a splintering crash; the STOUT went about halfway through her.

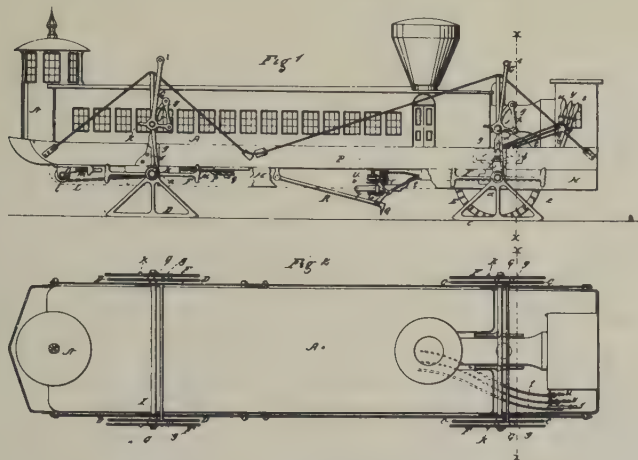
That was the end. They towed her away, to rot in the shallow water of upper San Diego Bay. Nothing is left but memories--that is, practically nothing. Two of her windows today form the skylight of the local pilot boat, and one of the writer's most prized possessions is the brass gong for her starboard engine.

Anent our "Book Preview" on Capt. William L. Heckman (SB:vi95), we are glad to report that Burton Publishing Co., 722 Main St., Kansas City 6, Mo., is publishing his Steamboating Sixty-Five Years on Missouri's Rivers, at \$3.50.

For The Blue Pencil! CHAPLEAU & GEORGE C. HOWE (SB:vi81) was earmarked for scrapping in the late 1930's, but was reconditioned for war use, and is still going. She is listed in the latest Canadian register.

NORMAN WIARD AND HIS STEAM SKATER

When we called the steam ice boat a mystery, we underrated the learning of the SSHSA. The December Bill had not been on its own a week before the returns began coming in. Between January 2 and February 1, no fewer than eight letters arrived to illuminate our darkness. The first came from President Bill Ewen, who recalled seeing in early magazines at least two articles and numerous pictures of "one of the more bizarre ideas proposed during the steam age."



Wiard's Patent Drawing
(from printed text of Patent 26,960)

Most embarrassing was Alec Brown's missive, pointing out that we had seriously misrepresented the extent of the Mariners' Museum's information. The contraption was, he said, actually built by Norman Wiard of Janesville, Wis., and named LADY FRANKLIN, to start operation December 20, 1859. Articles appeared in Leslie's Magazine, July 9, 1859, and in Frank Leslie's Illustrated Newspaper, December 3, 1859. The Museum's picture was, it seems, by an artist who made a series of paintings copied from woodcuts of peculiar craft.

Next word came from Douglas Kline of the Golden Gate Institute of Arts & Industry. The picture, he said, unquestionably represented Patent 26,960, issued to Wiard, January 24, 1860, and noted in the Scientific American February 4 of that year. Others who wrote, in order, were Bob Parkinson (who called our attention to The Milwaukee Road, 1847-1939, a booklet containing a picture and brief account of LADY FRANKLIN), Rand Mills (who cited accounts printed in Railroad Magazine), and Fred Way (who had seen it mentioned in the Scientific American).

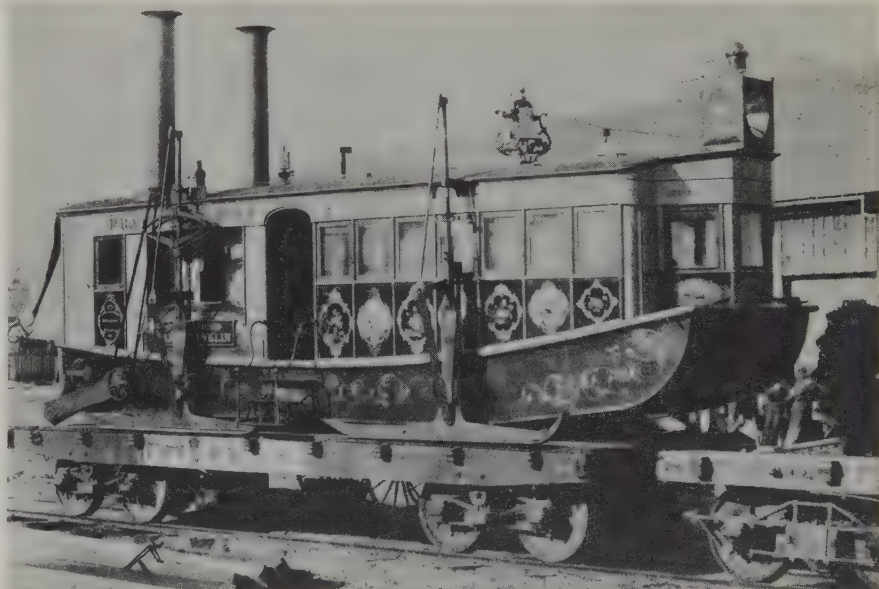
Latest, but by no means least rewarding, were messages from Bill McDonald of Detroit and John Nelson of Sheboygan, Wisconsin, both

of whom sent an article on Wiard's amphibian published in The Milwaukee Journal on June 25, 1933.

All in all, we feel pretty stupid. But, with due gratitude and humility, we have followed the clues furnished by our correspondents, and have assembled the following story. Western river readers, especially, may wish to add LADY FRANKLIN to their lists, for she is certainly a steam craft which plied the waters of their great river--albeit those waters were solid at the time.

We present, as one of our illustrations, the drawing which Norman Wiard filed with his patent application early in 1859. Only one detail, probably decorative, is missing. The large colored drawing, which is preserved in the National Archives, bears on the "letter-board" above the car windows (as Rand Mills says, it is necessary "to mix steamboat and railroad nomenclature") the words "NORTH-WESTERN PACIFIC U. S. MAIL."

Our other picture is a photograph of the vehicle which actually grew out of Wiard's idea--while it was still in the "pat. pending" stage. It shows a craft substantially smaller than that of the drawing, or of our "mystery picture." On its letter-board is "PRAIRIE DU CHIEN & ST. PAUL MIL. & MISS. R.R."



LADY FRANKLIN REACHES THE BANKS OF THE MISSISSIPPI
Courtesy Chicago, Milwaukee, St. Paul, & Pacific R.R.

LINE," and, on a plate partly covered by the rear runner-suspension, "WIARD'S PATENTS LADY FRANKLIN."

Whereas Wiard's drawing showed one bonnet locomotive stack, and our "mystery painter" a single sawmill pipe of some elegance, the actual conveyance bears, like any well-bred Mississippi steamboat, 2 stacks athwartship. But otherwise LADY FRANKLIN has

more the air of a rail than a water vehicle. The storm headlight, the arrangement of bell and whistle, the windows and door, and above all the ornate iron step contribute to this effect.

By permission of The Milwaukee Journal, we now quote the article sent us by McDonald and Nelson: "Built Amphibian Ferryboat for the Pioneers."

"A school bell is all that remains today of an early Wisconsin dream. The bell swings and its melodious voice warns children to hurry...toward the classrooms.... They do not guess that obedient to the chimerical scheme of an imaginative young New York engineer the bell once swung atop a curious sort of 'boat-sledge,' which the inventor thought would solve the transportation problem on the Mississippi river. The inventor's name was Norman Wiard....

"Its story really begins with the completion of the Milwaukee & Mississippi railroad to Prairie du Chien in 1857.... Even before the railroad to the river was completed, the idea of providing an all-season, both ice and water, vehicle had taken possession of the mind of Norman Wiard, a young New Yorker. He is said to have worked four years and to have spent \$20,000 before his ideas had taken form and yielded an actual example of his invention....

"An old description of the car reads: 'The cabin or car rested on a sort of hull and had water tight compartments supported on runners, the cabin being above the surface of the water when on an unfrozen stream. On the ice the craft operated on four short runners with polished shoes of cast iron.

"The motive power was derived from two high pressure steam engines whose connecting rods were attached to the crankshaft of a single drive wheel in

LIGHT IN THE EAST

At 10 A.M., Feb. 21 (coldest morning of the year!), Steamboat Bill's editor, and lady, were, by courtesy of Maryland Drydock Co., guests at the Baltimore launching of ISLANDER, for New Bedford, Woods Hole, Martha's Vineyard, & Nantucket Steamship Authority--first new construction for the Island Line since NAUSHON took the water in 1929. Christened by 9-year-old Cathleen Cagney, the hull (complete to main deck only) slid sideways into the Patapsco--triumphantly, despite the fact that two days' northwest wind had kept the high tide from materializing. ISLANDER, a double-ended Diesel auto transport, will replace present steam ferry ISLANDER a HEMPSTEAD b HACKENSACK.

the middle of the back of the hull, its periphery being furnished with a short, sharp flange that cut into the ice and gave the required hold for driving.

"The pilot house in front, overlooking the field of traffic, contained the steering wheel controlling the front runners. The car weighed about 3½ tons and cost \$12,000. It re-

quired a crew of two men and burned up a cord of wood every 10 hours."

LADY FRANKLIN, with her dismounted driving wheel, reached Prairie du Chien in the late summer or fall of 1859, after a hopscotch journey from the coast by flatcar, over railroads having 4 different gauges. Wiard followed shortly. He was bankrupt, and had failed entirely to win financial backing in Milwaukee.

During the ensuing months, "railway passengers who disembarked at Prairie du Chien were always told of the curious 'sledge-steamboat' to be viewed for two bits. In this way Wiard raised enough money to pay for the freight, to settle his own hotel bill, and to buy wood and hire a crew for a trial trip on the river.

"This took place Jan. 8, 1860, when this single 'train'...actually developed a speed of 30 miles an hour.

"It crossed the Mississippi like Eliza on the ice, going from 'Pigs Eye' on the Wisconsin side to McGregor, Iowa, in three minutes and made a round trip to Harpers Ferry, 14 miles north, and back in an even hour. It was to be expected that this trial trip would reveal necessary changes and, to allow of these being made, it was hauled off the ice and across the sandy bank to a workshop by means of a switch engine at the end of a long chain....

"Unfortunately, in the moving, one of the runners was broken. Wiard left for New York to have a new one made from the original pattern since there was no foundry capable of casting the runner in either Prairie du Chien or Milwaukee. He never returned to the west."

Ironically, the U.S. Patent Office, moving with deliberation and majesty, granted a patent on Wiard's invention sixteen days after it skated its last.

LOST, STRAYED, OR STOLEN---ONE LARGE STEAMER!

By Erik Heyl

Here are a few facts and a question concerning the large sidewheel steamer CANADA. Some of the facts are and have been generally known. The question is simply: What happened to CANADA after she got to New York and was granted United States registry? Official records are either very mum or very wrong. Leading authorities, including some of the best-known steamship historians, public libraries, and museums, have made their knowledge of the case available to the writer. But, for all this, it has been impossible to trace CANADA beyond 1861.

Briefly, this is her known history. She was built for the Great Western Railway of Canada in 1854, at Niagara-on-the-Lake, Ontario. Her dimensions have been given as 285'x38'4"x14', 1683 tons register, and, at another time, as 298'x30'. Her vertical beam engine, by the West Point Foundry Company of New York, was 70" diameter by 12' stroke.

She ran opposite her sister AMERICA on the Hamilton-Oswego route from June, 1854, to the summer of 1856; then shifted to the Hamilton-Ogdensburg run. In 1857 both steamers were withdrawn because of continued operating losses, and sold to the Detroit & Milwaukee Railway Company. At this time it was officially stated that they were to be transferred to Lake Michigan, a manifest absurdity, since they were too long and too wide to pass the Welland Canal locks, then 150' long, with a 26' entrance.

Whatever the motivation for this announcement, both steamers left Lake Ontario in 1858, shooting the Lachine and Long Sault Rapids en route to salt water and New York. CANADA made the descent in June. At New York she was rebuilt to make her more fit for deep water work, being built up forwards and having her guards narrowed by 3'.

In December, 1858, New York newspapers said both CANADA and AMERICA had been chartered by the United States Government at \$4000 per month each, to transport artillery and ammunition, but no troops, of the Paraguay Expedition, which had sailed for the La Plata on October 17 under Commodore Shubrick. But investigation has revealed no evidence that they ever left New York. Neither is mentioned in official despatches or correspondence between Shubrick and the Navy Department--or in any consular or diplomatic reports to the State Department. Both steamers were reportedly at a New York shipyard on March 9, 1859. The expeditionary squadron had only returned from Paraguay in February.

During this time the Congress, in January, 1859, had passed a special act admitting both AMERICA and CANADA to



CANADA

--Drawing by author

U. S. registry. In pursuance of this act, CANADA had been registered as MISSISSIPPI at New York, January 27. Could the purported charter to the Government have been a bit of camouflage to make admission a bit easier?

The National Archives contain an office copy of CANADA-MISSISSIPPI's one register, with no surrender endorsement. In the Abstract of Registers for 1859 appears the notation (in a different hand from the rest of the entry): "Sold to the U. S. Navy Department and renamed CONNECTICUT, 1861." But the Navy itself says this is wrong. It did buy a MISSISSIPPI early in 1861, and it did rename her CONNECTICUT, as there was already a USS MISSISSIPPI--but the MISSISSIPPI it bought was then on the stocks being completed for Mitchell's New York & Savannah Steam Navigation Company, and was of radically different dimensions from the Great Lakes steamer. After the Civil War she was sold off, becoming SOUTH AMERICA.

Neither the reports of the Secretary of the Navy, which list every vessel the Navy owned or chartered during the war, nor those of the Quartermaster General, list any steamer which could conceivably be CANADA-MISSISSIPPI. This is all the stranger, since her sister AMERICA, renamed COATZACOALCOS, was a busy transport throughout the war.

In 1859, Peter A. Hargous of New York had operated a short-lived line between New Orleans and the Coatzacoalcos River in Mexico, where the Post Office Department was trying to blaze a shorter route to California via the Isthmus of Tehuantepec. Hargous, who owned CANADA-MISSISSIPPI in 1859-60, named her for the river on which the American terminal city was located. His other steamer, her sister, was named for the river on which the Mexican terminal was situated. He also owned the transit concession across Mexico. COATZACOALCOS did make several trips between New Orleans and Mexico; but nothing is mentioned of MISSISSIPPI, either in contemporary New Orleans newspapers or in Post Office reports.

In Mail and Passenger Steamships of the Nineteenth Century, Parker and Bowen say MISSISSIPPI came to grief on the coast of Chile; but they fail to state when and how. In 1861 there was, besides our MISSISSIPPI, a Union Steamship Company screw steamer of the same name, built at Boston in 1859, as well as a river MISSISSIPPI, enrolled at St. Louis. The screw steamer was lost in May, 1869, under the flag of the Brazil & U. S. Mail Steamship Company, by striking a reef off Martinique. On April 7 of the same year, COATZACOALCOS, which had resumed the name AMERICA, burned at San Juan del Sur, Nicaragua.

CANADA-MISSISSIPPI's owners were: Great Western Railway Co., 1854-57; Detroit & Milwaukee Railway Co., 1857-58; Peter A. Hargous, 1859-60; N. P. Stewart & G. Savory & Co., 1861-(?).

So the story ends. Has any reader an idea where else the writer could look for information? Has anyone a hunch what became of her? Was she scrapped in 1861 because unfit for the work proposed? If so, why was not her sister also scrapped? How could such a large and relatively noteworthy steamer drop abruptly out of sight?

Editor's note: Recent poring over the frequently exasperating records of foreign steamers which, by force of arms or otherwise, came under U.S. documentation during the Civil War years prompts one to wonder whether MISSISSIPPI may not have caught the eye of one of the "aliens" who, in 1861 and subsequent years, were discreetly buying up tonnage for Confederate account. Northern shipowners, especially at the start of the war, were not invariably averse to a profitable sale to friendly and ambiguous foreigners--a sale in a foreign port, of course, in which the documentary niceties were somehow overlooked. MISSISSIPPI, as Mr. Heyl notes, was newly rebuilt for high seas service. She was much better qualified for the Confederate supply line than many of the craft pressed into it.

POPHAM BEACH STEAMBOAT COMPANY

By Byron M. Boyles

The Bath and Popham Beach steamboat service started when a Captain McLellan ran a little steamer called ANEMONE, probably not on a regular schedule. This must have been in the late 1870's or early 1880's, for a photograph of 1881, used as an advertisement by the Eastern Steamboat Company of Bath, shows the steamers SEBENOA, SASANOA, SAMOSET b DAMARIN, and CREEDMOOR. The printed matter on this picture describes the "Bath & Boothbay Route east to Boothbay Harbor, and Kennebec Route south to Fort Popham." CREEDMOOR covered the latter run. She was doubtless the first to maintain a regular schedule, and that only during the summer months.

After CREEDMOOR, in 1883, came PERCY V, owned and operated by the Popham Beach Hotel & Real Estate Company. Captain George Stacey of Parker Head was her master until 1888, when Captain James E. Perkins replaced him, to continue until PERCY V was sold to Portland parties in 1897. She finished her career as ANNA BELLE.

Soon after PERCY V left the run, the Eastern Steamboat Company put on WINTER HARBOR, with a crew comprising Captain Perkins, Frank A. Oliver, engineer, and Augustus Hodkins. WINTER HARBOR was the first to attempt a win-

ter schedule, making landings at Phippsburg, Hinckley's Landing (now West Georgetown), Parker Head, Cat's Head, Bay Point, and Popham. The winter of 1897-8 was very severe, and WINTER HARBOR was not heavy enough to break the ice jams that form constantly in extreme weather. After losing her propeller in one attempt, she was obliged to lay off until the ice went out the following spring--when she took up the run again, and continued until about July 1, 1898. Then she was taken to Boothbay Harbor for the summer as the transfer boat.

GARDINER, of the Augusta-Gardiner Steamboat Company, was chartered by the Eastern Steamboat Company to run the Popham route for the summer. There being a company of soldiers stationed at Fort Popham, it was a busy season for her. Captain Perkins was on her with the same crew, plus Hiram Streus, purser, and Albert Spinney, fireman. After the summer season, WINTER HARBOR came back, but was not able to keep an all-winter schedule until 1903-04.

In the summers of 1899, 1900, 1901, 1902, and 1903, the steamer DAMARIN was used. In the meantime, the Eastern Steamship Company bought all the Eastern Steamboat Company boats, including WINTER HARBOR; but in 1904 the Popham Beach Steamboat Company was incorporated, and bought WINTER HARBOR from Eastern. She ran the route until ELDORADO was bought from the Casco Bay Steamboat Company of Portland. ELDORADO ran the route winter and summer from that time until she burned at her Popham pier in December, 1908.

The steamer VIRGINIA was designed by the late Ernest F. Kelley and the late J. Arthur Stevens, to replace ELDORADO. While she was building, JULE and ALICE HOWARD were chartered by the Popham Beach Steamboat Company. After VIRGINIA went into commission in June, 1909, ISLESFORD was used as spare.

About 1922, VIRGINIA was sold to the Augusta, Gardiner, and Boothbay Steamboat Company; and TOURIST was purchased to replace her, rebuilt, and renamed SABINO. Last steamboat to operate on the Popham run, she was sold about 1926 to Portland parties, and is still running from Portland to Casco Bay islands. As far as I know, she is the only boat of the Popham fleet still in existence.

PERCY V went out as ANNA BELLE, and her bones are at Peak's Island. WINTER HARBOR sank at her dock at Wiscasset, and with her went the first triple-expansion engine built in the state of Maine (by Bath Iron Works). DAMARIN was broken up at Boothbay Harbor. GARDINER was sold out-of-state. ISLESFORD was in a sinking condition when I last saw her, after hard service as a tender for construction of the Carlton (Bath-Woolwich) Bridge.

J. Arthur Stevens started the design of VIRGINIA Christmas morning, 1908. In the fall of 1943, he rede-



ELDORADO and WINTER HARBOR

--Author's photo

signed her as a fishing dragger, and was converting her for this use when she burned, with his boat shop, at East Boothbay, Maine, January 9, 1944. He was thus the first person to work on her and, 36 years later, the very last.

Throughout its existence, all steamers on this line were propellers.

The late Captain James E. Perkins commanded every one of them at some time, most of them all the time, over a span of 41 years. He doubtless made more trips on the Kennebec from Popham to Bath than anyone else. His record is not now likely to be broken.

C Q D Exchange Where can I find the story on the run made by PENOBSCOT in 1845, when Capt. Wm. Flowers took her "outside" from Cape Ann to Monhegan by his "time and courses" method? Richardson's Steamboat Lore mentions it, and I have some old clippings with partial accounts, but nothing in detail. --H. E. Erskine, Groton-Harvard Road, Ayer, Mass.

ANNOUNCEMENT

At the October meeting of SSHSA, Alexander C. Brown, Chairman, Publications Committee, announced that insufficient demand existed to justify reissuing Reprints No. 1, Sylvan Steamboats of the East River (1941), and No. 2, Steam Navigation between New York and Providence (1942). Since their issuance, in small editions, SSHSA membership has more than trebled; yet the 1947 announcement that they would be reissued if enough members desired it has evoked, in over 2 years, only 58 requests for No. 1, 69 for No. 2. Since the minimum which could be obtained is 100 copies of each, the decision to abandon the plan is regretfully announced. It is the Committee's policy to devote available funds to new publication, and it cannot undertake old work without adequate advance requests.

WEST COAST

Robert W. Parkinson,
3051 Shattuck Avenue, Berkeley, California

Editor

Let us turn back Steamboat Bill's pages and review a decade of West Coast steamboating. In April, 1940, H. F.--, RUTH--, and EMMA ALEXANDER were tied up at Alameda; YALE, at Antioch. Sacramento passenger service was suspended for the winter. Key System Ferries, which had abandoned commuter service in Jan., 1939, were preparing to run a second year to the Golden Gate International Exposition. Southern Pacific ferries met main-line trains only, Northwestern Pacific ferries still ran, and the S. P. Golden Gate Ferries maintained the Oakland 7th St. and Alameda routes. The GOLDEN type boats had already gone to Puget Sound.

Flying Uruguayan colors, the auto ferry ARGENTINA a YOSEMITE left San Francisco for Montevideo, April 16, arrived June 28. In May DELTA KING and DELTA QUEEN resumed night passenger service on the river, and SPGG Ferries closed their remaining routes. On June 27, fire ended the long career of the beam-engined OAKLAND a CHRYSOPOLIS. The end of the Exposition, Sept. 29, was also the end of Key System ferry service. On the same date, DELTA KING and DELTA QUEEN tied up, and the history of Sacramento passenger service came to a close. Before the end of the year, both steamers were naval barracks.

In 1941, Northwestern Pacific ferry service ended Feb. 28. Their EUREKA, after a farewell excursion, shifted to the Southern Pacific route, which she still plies. The three ALEXANDERS were sold for war service, and YALE went to barracks duty in Alaska. CALISTOGA and PORT OF STOCKTON went to the Navy, the Immigration steamer ANGEL ISLAND to the Army at San Diego as COL. WILLIAM S. SCOTT. (In 1948 she was sold Philippine. Details of her war service would be appreciated.) In the ferry world, SHASTA, SAN MATEO, and NAPA VALLEY were sold to Black Ball; SAN PABLO became a fish reduction barge at Guaymas, Mexico, but has since returned to the Bay; ISLANDER a VASHON ISLAND b MERCER replaced the tiny San Pedro-Terminal Island auto ferry T.F. Another Puget Sound ferry, OLYMPIC a SIOUX, went to the Army as COL. FRANKLIN S. LEISENRING, and is said to have served on the Surinam River, Dutch Guiana. At Seattle, Skagit River line built a sternwheeler, SKAGIT BELLE. CITY OF VICTORIA a ALABAMA became a barracks in Alaska.

During 1942 several ferries went to the government, as did CATALINA and CABRILLO, when Catalina service was suspended. In April Steamboat Bill came west with a Pacific Coast number. Three years later, Jerry MacMullen came aboard, with an article on SILVER GATE; and in the next issue he launched the West Coast Section--turned over, in March, 1948, to its present editor.

Before the war, EMPRESS OF BRITAIN had been the largest liner to enter the Golden Gate. During the war San Francisco's visitors included QUEEN ELIZABETH and AQUITANIA. Largest ship in the Suisun Bay surplus fleet was, briefly, U.S.A.T. HERMITAGE a CONTE BIANCAMANO.

Only 4 ferry routes now operate in San Francisco waters, with a total of 6 propellers and 4 sidewheelers--two with walking beams. Only one operating sternwheeler remains in the Bay area: PETALUMA. There are also 2 Army screw ferries, and the single-ended twin-screw excursion boat GENERAL FRANK M. COXE--formerly Army ferry to Alcatraz and Angel Island. CATALINA returned south after the war. Many ferries have been scrapped or sold for non-operating uses.

Of our tugs, the Santa Fe's A. G. WELLS and the old Army tug SLOCUM were lost in war service. Many others have been replaced during this decade by Diesel and uniflow craft. Few steam-schooners remain, but we have a new type of lumber carrier in converted landing vessels like ROLANDO and C-COASTER. H. F. Alexander's trailer ship plan is being watched hopefully.

On the British Columbia coast, two new PRINCESSES and a PRINCE, and 3 coastal liners rebuilt from corvettes, have appeared since the war. Although many sternwheelers have left us since 1940, a new sternwheel steamer, PORTLAND, appeared on the Willamette in 1947.

WEST COAST (Pacific Northwest area), T. E. Sandry, Editor)

First Annual Pacific Northwest Champion Towboat Race, sponsored by Propeller Club of Seattle and Puget Sound Maritime Historical Society, and planned to dramatize our merchant marine, was the outstanding National Maritime Day event for 1949. There have been other workboat races on the Sound, but this is the first of an official 5-year series. Two races were run: Class A (seagoing tugs) and Class B (harbor tugs). Masters drew lanes in advance. Start was abeam USCGC BERING STRAIT, $\frac{1}{2}$ mile off waterfront; course 4 miles long, in 2 legs paralleling waterfront; finish same as start. Seven piers open to public were crowded.

Class A entries: (1) USS TATNUCK, 143' Diesel-electric, 1500 s.hp. Finished first (18 m. 20 s.); (2) LT-518, "Mikimiki" type Army tug, 126' Diesel, 1250 hp., built 1943. Finished fifth because of burned-out supercharger bearing; (3) WEDELL FOSS a NEPTUNE b USPHS ARGONAUT c USPHS R. M. WOODWARD d NEPTUNE, Foss Launch & Tug Co. 108.6' Diesel, 1050 hp. Winner of 1939 race. Finished second (18 m. 28 s.); (4) GOLIAH a GEORGE W. PRIDE b VIGILANT, Puget Sound Tug & Barge Co. 111.9' Diesel, 650 hp. Former naval tug, built 1883. Finished last. Awarded nylon U. S. flag for being oldest in race, and a complete coat of bottom paint for being last boat to finish; (5) PRIVATE GABRIEL CHAVEZ a LT-646, Seattle P.O.E. 123' Diesel, 1250 hp. Third (19 m. 6 s.); (6) LT-130, sis-

ter to (5), 2d Amphib. Brig., Ft. Warden. Fourth (22 m. 29 s.)

Class B entries: (1) ROSE, Western Towing Co. 60' Diesel, 100 hp. Built as steamer, 1906. Finished sixth (26 m. 28 s.); (2) BURNABY STRAITS a UNION JACK, Straits Towing & Salvage Co. (Canadian) 70.6' Diesel, 275 hp. Finished last (29 m. 3 s.—prize: bottom paint!); (3) ST-860, Seattle P.O.E. 85' tug. Finished first (21 m. 18 s.); (4) FOSS NO. 18 a ALICE, Foss L. & T. Co. 69' Diesel, 450 hp. Built 1892. Second (21 m. 23 s.); (5) TOM a USS TROX b YTL-86, Puget Sound Tow Boat Co. Diesel, 600 hp. Third (21 m. 47 s.); (6) DREW FOSS, Foss L. & T. Co. 53.2' Diesel, 120 hp. Fourth (25 m. 11 s.); (7) BEE a NELLIE PEARSON, Wash. Tug & Barge Co. 57.8' Diesel, 240 hp. Fifth (25 m. 12 s.)

Austen Hemion, who reported the races from Joe Williamson's 50' twin-screw cruiser PHOTOQUEEN, said: "With our speed we were able to keep out ahead down to the turning buoy. The tugs lined up...lane #1 the most westerly. Upon crossing the starting line, BERING STRAITS blew her siren indicating a fair start. The tugs had their bows almost exactly in line. At the signal, they all hooked on full power.... The rivals in lanes 1, 2, and 3 were...never more than 5 feet ahead or astern of each other for the entire 2 miles to the turn. The TATNUCK held to the advantage of lane 1, and put her rudder hard over (47°) left, to round the buoy. This...nearly took all the way off her, but resulted in an unbelievably sharp turn. She was thus able to gain a 3-length lead, by preventing LT-518 from turning inside..., as the Army tug had planned. WEDELL FOSS, lane 3, swung wide, and thus lost little speed.

"At this moment, the supercharger bearing in LT-518 let go, which all but forced her to abandon the race. WEDELL FOSS set out to regain the 3 lengths..., and was moving faster on the home leg than she had on the outbound.... The fine-lined WEDELL FOSS' shiny green hull knifed the waters of Elliott Bay into white plumes and came charging down on TATNUCK, finishing...about 75' and 8 seconds behind the Navy's gray champion!

"The Class B...Race began 15 minutes later.... FOSS 18, ST-860, and TOM battled for first place over the whole course. FOSS 18 was ahead on the outbound leg; but again the inside lane gave the advantage. As ST-860 rounded the turn, she gained the lead and never lost it. She finished 5 seconds ahead of...FOSS 18, both charging across...in foaming glory.... Next pair to come in were DREW FOSS and BEE. Almost even for the entire 4 miles, they finished only one second apart.... ROSE and BURNABY STRAITS fought it out for the last place, but, as the latter was fitted with



WEDELL FOSS, LT-518, and TATNUCK —Joe Williamson photo

a log-towing propeller, ROSE beat her in. When BURNABY STRAITS crossed the Finish, she received as many salutes as the winners. Having come down from Vancouver...she had added a highly sportsmanlike international flavor..

"The Propeller Club held their National Maritime Day Banquet that evening, and awarded the prizes.... All entrants received plaques. Prizes were furnished...courtesy of shipbuilding and repair firms, engine and supply houses etc., and included clocks, bells, barometers, bottom paint, and photos.

"At the June meeting of PSMHS...we had rounded up movies...by 3 different people..., a complete album of photos, and a tape-recording made by a member who rode WEDELL FOSS..."

We are now (January) laying plans for the 1950 race, which we hope will be bigger and better than last year's. TATNUCK is still in the 13th Naval District, though with a new skipper, as "Red" Reynolds has been transferred. The new C. O., John J. Pratt, says he's going to take on all comers in 1950. Reynolds says Pratt better keep an eye on WEDELL FOSS (unless he's lucky enough to draw lane 1 again). ST-860 will also take 'em all on, and we hope Milt Ness will be at the helm.

With this issue, our regional staff is joined by Doris V. (Mrs. Roger W.) Green, of 125 Broad Street, Groton, Connecticut, who takes over the editor's own former beat—New England and Maritime Canada. No newcomer to the Bill, she was—as Miss Doris Whitman—its first lady subscriber, in August, 1940. Late-ly she has been an active and reliable source of Long Island Sound news. It is ten years too late to welcome her aboard; but we are heartily glad to have her on the bridge.

Members on the East Coast are urged to send news of Canada and New England to Mrs. Green; of New York, the Hudson, and the Delaware, to Harry Cotterell, generally in charge of East Coast news; and, of Chesapeake Bay and southern waters, to John L. Lochhead, Mariners' Museum, Newport News, Virginia.

ATLANTIC SEABOARD

Harry Cotterell, Jr., Editor
36 Alexander Street, Newark 6, New Jersey

Our first ten years were a decade of disaster for northeastern steamboating. A temporary dislocation ashore, the war was a killing blight afloat. It took away vessels and lines which could have lasted a generation, and its aftermath inhibited revival or replacement. Waters rich in steam traditions find themselves in 1950 without a single scheduled steamer service—Penobscot Bay, the Saint John and upper Hudson, Lake Winnepesaukee, and (as to east-west traffic) Long Island Sound. Famous names are gone—Clyde, Savannah, Colonial, Hudson River Day and Night Lines, and many others.

Direct war casualties were relatively few, but crucial. BOSTON, NEW YORK, DORCHESTER, LADY HAWKINS, CITY OF ATLANTA, and CARIBOU were among the torpedoed. But far greater was the fleet we lost to the wear and tear and colossal carelessness of war—and to exorbitant reconditioning costs. A handful of war veterans came back: NAUSHON b JOHN A. MESECK, NEW BEDFORD, WESTPORT, SANKATY b CHARLES A. DUNNING, SANDY HOOK.

The decade saw the sidewheeler's virtual extinction. New York has 5 survivors: 3 Day Liners, BEAR MOUNTAIN a CLERMONT, and CITY OF NEW YORK a TALBOT. On Lake Champlain, New England's last walking beam rocks above TICONDEROGA. Beached in Nantasket Bay is its last salt-water sidewheel steamboat, MAYFLOWER. And BRINCKERHOFF may yet survive as a museum-piece.

There were some amazing conversions. In our first year, the Champlain sidewheeler CHATEAUGAY made a 200-mile land voyage in 8-foot slices, to be reassembled as the Winnepesaukee propeller MT. WASHINGTON II. In our last, Wilson expanded a small naval patrol craft into the 3-deck BOSTON BELLE. As bizarre as either, but less successful, was the process by which an aging Hudson ferry, HACKENSACK, became for 4 checkered years the Vineyard Sound ferry ISLANDER.

Diesel was on its way in 1940; but the war turned a gradual transition into something like a lightning change. The most important new ships—Wilson's three BELLES, the PEI carferry ABEGWEIT, and the new ISLANDER (see page 12)—are all Diesel. To these must be added a large number of former steamers, including Lake George's MOHICAN, Champlain's VERMONT (cut down), Winnepesaukee's MOUNT WASHINGTON and UNCLE SAM, many small sound and harbor excursion craft, and Wills' big HOLIDAY a VIRGINIA LEE.

Much has changed since 1940; but at least 18 steam passenger craft still ply the same routes under the same owners. We salute Canada Steamship's QUEBEC, RICHELIEU, ST. LAWRENCE, and TADOUSSAC, Clarke's NORTH VOYAGEUR (prewar GASPEZIA), Canadian National's LADY NELSON, LADY RODNEY, and carferry PRINCE EDWARD ISLAND, CPR's flyer PRINCESS HELENE, Eastern's YARMOUTH, Casco Bay Lines' AUCOCISCO, MAQUOIT, SABINO, and TOURIST, Newport's GOVERNOR CARR, Meseck's AMERICANA, and the Keansburg Line's CITY OF KEANSBURG and CITY OF NEW YORK.

CEM



C.P.S.S. Princess Helene on Digby, N.S. Saint John, N.B. Service. - R.C.A.F. Photo. 29.

When RICHMOND a QUEEN CAROLINE burned on the James 4½ years ago, a half-century-old dream went up in smoke. For QUEEN CAROLINE had been built in 1902 to make the long hop across the mouth of Delaware Bay from Cape May to Lewes. The line was abandoned in 1904, and QUEEN CAROLINE wandered 40 years under 5 names. But new life was breathed into the old dream last Dec. 6, when Director C. R. Erdman of the New Jersey Dept. of Conservation publicly endorsed establishment of a Cape May-Lewes ferry line.

Wilson's PC-1207, twin to PC-1258 b BOSTON BELLE, is hauled out at Wilmington, cut in half for lengthening. She is to come out as a passenger boat in 1951. No new name as yet.

January 5-6 brought the Delaware one

of its warm thick winter fogs. Before it lifted, 4 ferries had been jolted and one man had died. On the Chester-Bridgeport line, LACKAWANNA was rammed by a freighter, FOTINA, with fatal injury to a passenger. CAPE MAY ran into the Bridgeport racks so hard that she damaged her house and two autos. A few miles downstream, Delaware-New Jersey Ferry Co.'s NEW YORK and JERSEY SHORE sideswiped each other. All on board were jarred, but none hurt. Ed Clark says that, a month later, CAPE MAY carried a radar on a pole mast somewhat taller than her stack—looking "rather like the ...fighting tops of battleships...of '98."

In that same fog, MILLVILLE of the Philadelphia & Camden Ferry Co. left Market

St. for Camden. Her passengers, 40 minutes later, found their craft in the abandoned Reading slip at Chestnut St., with no means of getting off—the float-bridge having broken down. MILLVILLE returned to Market St. and gave up the attempted crossing as a bad job.

Other ferry notes.... LAKEWOOD (called "Breakwood" since she, years ago, rammed the Liberty St. float-bridge at New York so hard that she pushed paving blocks into humps away out through the ferry house and along West St.) lost her superstructure by fire Jan. 17, at Claremont Shops. SIRIUS, one of the famous Iron Steamboat names, has been revived for the latest of the 64' 10" double-ended Diesels built by Weldship of Staten I. for Sunrise Ferries. QUEEN MARY a COXSACKIE, tiny gasoline scow-type ferry, was at Port Richmond, S. I., in December, having her pilot house raised and a canopy built over her entire main deck—reportedly in preparation for service at Philadelphia on the "private" Navy Yard ferry.

ATLANTIC SEABOARD (New England and Canada, Doris V. Green, Editor)

On Dec. 6, in view of Eastern's stated intention to close the Yarmouth Line, the Governments of Canada and Nova Scotia announced that they would jointly construct a \$3,000,000 auto ferry, with space for 200 cars and 1000 passengers, to ply between Yarmouth and the U. S. Whether the new ship, to be ready in 1951, will run to Boston or a Maine port is undecided. SSHA member John M. Richardson, of Rockland, recently appointed a Director of the Maine Port Authority, is campaigning for Rockland, in his Courier-Gazette. YARMOUTH will repeat her summer service to Nova Scotia this year. EVANGELINE, which shared year-round service with her in better days, is in mothballs at New York, while the big ACADIA, built for the New York-Yarmouth line, still idles in battleship gray at Norfolk.

Two of New Brunswick's double-ended Diesel sidewheelers, river-mouth ferries MILLIDGEVILLE-BAYSWATER FERRY (Kennebecasis) and FRANCES ULLOCK (Miramichi) are in winter quarters at Indiantown and Chatham, respectively. The latter, built 1925, is named for a 12-year-old girl who saved two adults from drowning.

Motorship GRAND MANAN II, built 1930, and operated prewar between St. John and Grand Manan, sank while loading at Santa Marta, Colombia, October 9, 1946, a total loss.

LCI-1085 has been taken to Lake Champlain to be trisected and hauled overland to Lake George. Reassembled and renamed TICONDEROGA, she will run with MOHICAN. Does this mean a TICONDEROGA on each lake, or has the "Old TI's" number finally been called?

BOSTON BELLE will run to Provincetown as well as Plymouth in 1950. Provincetown docking problems were ironed out late last year when Wilson signed a long-term lease with

Cape Cod Fisheries Co. to use Monument Wharf.

On Oct. 8 the scalloper AGDA landed at New Bedford an anchor, believed PORTLAND's, caught by her drags 9 miles north of Race Pt.

GOTHAM a CHARLES W. CULKIN, formerly of Electric Ferries, lately at Chesapeake City, has been sold from lay-up to Jamestown & Newport Ferry Co., and will be renamed JAMESTOWN.

Since completing her season on the New London-Orient run, ORIENT has been laid up at New London. Alongside is GAY HEAD, whose pilot house is being centered by USCG orders.

To cut expenses and give commuters better service, the New London-Fishers Island route is now served by TP-52, an Army craft. Starting Jan. 3, both COL. JOHN E. BAXTER a FISHERS ISLAND and TP-52 were in service; but since Jan. 23 TP-52 has taken over, except on Fridays, when the steamer still runs.

ATLANTIC SEABOARD (Chesapeake Bay and South, John L. Lochhead, Editor)

HIGHLIGHTS—Our tenth anniversary finds the Chesapeake area the last refuge for beam-engine ferries on the East Coast, and for the last two coastwise overnight passenger lines. Though it has still much steamboat activity, it has seen, in ten years, the passing of the Old Dominion, Merchants' & Miners', Philadelphia & Norfolk, Chesapeake, and Buxton Lines.

For excellent performance during this decade, ELISHA LEE ranks high. Coming here in 1944, the former RICHARD PECK has won new admirers for her speed and good looks. For a poor showing, METEOR a CHESTER W. CHAPIN is a likely prize-winner. Rejected by the Old Bay Line and reluctantly accepted by the Washington Line, she was followed by rumors of murder, rape, mutiny, strikes, and bedbugs during her time on the Bay. The award for comedy goes to OCEAN CITY for her drunken meandering across Hampton Roads and literally through a wharf. Most dramatic item was the 1942 fight of a steamboat fleet against a submarine pack in mid-Atlantic. That fight lost Chesapeake Bay 4 boats, which it badly needs now. A special nod goes to PRESIDENT WARFIELD, rusting at Haifa, for her war service, her 3 Atlantic crossings, and her trip to Palestine, the aftermath to which seems to have furnished the final drive that created the Jewish State.

Turning to 1950, OCEAN CITY, WARWICK, and NEWPORT NEWS, State-owned ferries, are to be Diesel by spring, 1951. A 10-minute saving in Newport News-Norfolk time is expected.

Serious damage from a 6-alarm fire at the Old Bay Line's Baltimore pier, Dec. 2, was confined to roof and second story. The line plans 2 new passenger ships, says a Norfolk paper. Fire damage to specifications and blueprints has delayed advertising for bids.

MARYLAND, of the Pennsylvania's Cape Charles-Norfolk ferry, was recently towed to Bordentown, New Jersey, for scrapping.

Norfolk, Baltimore, & Carolina Line's Baltimore-Norfolk-Richmond freight service began Oct. 19, with RED STAR's first arrival in Richmond, and was suspended Dec. 2, for lack of business. The line's Baltimore office has moved from Light to Pratt St. It is believed Wilson, Wills, and Old Bay Lines will also move, as the City wants to modernize Light Street.

The City of Richmond's 54-year-old tug THOMAS CUNNINGHAM, SR., is now Diesel. Her old steam engine is at The Mariners' Museum.

The C. & O. has withdrawn its application for ICC permission to discontinue Newport News-Norfolk service. It says plans to substitute buses for boats are merely delayed.

At Elizabeth City Shipyard, the passenger steamer BAHIA—converted from frigate CHARLOTTE (PF-60), built Superior, Wis., 1944—awaits delivery to Brazilian owners. Another, JOSE MARCELINO a HURON, was delivered last year.

Despite reports, MEMPHIS is still giving a good account of herself. Out of mothballs, she is relieving LOUISVILLE between Norfolk and the Pinner's Point rail terminus.

MANHASSET a WILTON, Panamanian steamer formerly of Eastern SS. Lines, was lost July 4, 1947, on east side of Sable Island, bound from Hampton Roads to St. Johns, Nfld., with coal. Another Panamanian, PANCHITO a TRANSPORTATION, ex-Coastwise collier, broke in two off Ar-men Lightship, west of Brest, and sank Jan. 29, 1948.

RELIANCE a HUDSON-ATHENS (built Washburn, Wis., 1921, as first direct Diesel drive ferry on Atlantic coast) and MANADNOCK (built as steam ferry, Mariners' Harbor, 1923—now long-since Diesel) are sold by Kass Ferry Corp. for a new ferry service at Jacksonville, Fla.

Two new Diesel double-enders are now under construction for the State Highway Commission of Texas at Todd's Galveston yard.

HIGH SEAS

Stephan Gmelin,

1 Indian Spring Road, Cranford, New Jersey

Editor

SHIPPING NEWS, 1940—On Steamboat Bill's tenth birthday, it seems appropriate to scan the marine page of a newspaper published ten years ago. Although only a decade has passed, few names are to be found which appear in today's shipping notes.

One of the first things we notice is the absence of British, French, and German ships' names. Wartime secrecy has already enshrouded the activities of the European belligerents. Some of the British companies show notices of cargo ship loadings, but give only approximate dates of departure for "a steamer." The neutrality law has affected American ship operators, and we note the arrival and departure the same day of the United States Liner PRESIDENT ROOSEVELT in the Bermuda service to which she has been driven by the closing of her customary European run. (PRESIDENT ROOSEVELT, which late in 1940 became USS JOSEPH T. DICKMAN, was broken up in 1948.) A former United States Liner on the same page is the Belgian VILLE DE LIEGE a AMERICAN FARMER (sunk in the Atlantic a year later).

Defense activities are suggested by arrival of the transport LEONARD WOOD a WESTERN WORLD from the west coast. (She was broken up in 1948.) COAMO is due from Puerto Rico. (After transport service, she was torpedoed in the Atlantic in 1942.) Among arrivals scheduled are no fewer than 3 ships of the now-extinct Clyde passenger lines: ALGONQUIN (later a hospital ship), CHEROKEE (sunk in 1942), and SHAWNEE (which, after serving as an Army transport, became b CITY OF LISBON c PARTIZANKA, and was destroyed by fire in Yugoslavia in 1949).

Other coastal ships in services long since vanished are Eastern's GEORGE WASHINGTON, in from Norfolk, and the Ocean Steamship Company's CITY OF CHATTANOOGA, arriving from Savannah. (GEORGE WASHINGTON, later of Alcoa and Alaska Transportation, is now the French GASCOGNE; CITY OF CHATTANOOGA b training ship AMERICAN NAVIGATOR was scrapped in 1948.) Even the cargo ship arrivals bring back old memories: the Bull Lines' ROSARIO and American-Hawaiian's TEXAN (both lost later in the war). But, among all these old friends, here are two, ANCON and MORMACTIDE, that are with us today. (ANCON, though, had an exciting war career, serving as communications headquarters for several invasions, and finally at the Tokyo Bay surrender.)

We close the newspaper. How will today's shipping page look in 1960?

Name Changes: SANTA MARIA (1928) b BARNETT is now SURRIENTO (It.); WALTER A. LUCKENBACH (1918) is MARDEN (Turk.); MINNESOTAN (1912) is MARIA LOUISA R. (It.); COVALT (1919), before reported scrapped, is PATRICK SHERIDAN (information wanted); LABETTE (1919) b EMPIRE ORTOLAN c STANLAND is ALMA (Pan.); DEFIANCE (1918) b PAN DELAWARE c INGRID is GIACINTO FASSIO (It.)

Broken Up: Damaged liberty ships EDGAR ALLEN POE (1942), HENRY L. ABBOTT (1943), and JOHN CARVER (1942). BLENHEIM (1923) a ODENWALD, former German freighter captured in war.

Scuttlebutt: AQUITANIA, world's last 4-funnel liner, was withdrawn from service by

Cunard White Star in December, after steaming nearly 3,000,000 miles in 35 years. STRATHEDEN (1937), P. & O. liner, will augment Cunard Atlantic service this summer. The Italian CONTE BIANCAMANO (1925) will return to New York service, rebuilt, with new bow and funnels. PATHFINDER, first of 2 Alcoa ore carriers, has been launched in Britain. Panamanian ANDALUSIA (1918) a VOLUNTEER (Lykes) was wrecked off Neah Bay, Wash., in November. THOMAS H. BARRY (1930) a ORIENTE has been retired from Army transport service. Isthmian's ATLANTA CITY (1921) and MONTGOMERY CITY (1922), are sold Israeli. Former will become MEIR DIZENGOFF.

FLEET LIST, compiled by C.S. Ashdown and E.K.Haviland. Steamers owned by the Robert Dollar Company from its inception in 1896 to its reorganization into the American President Lines, Ltd., in 1938. The vessels of the American Mail Line, Ltd., a subsidiary, are included.

Beginning in Pacific coast lumber trade, the company soon expanded its services to the Orient. World-wide tramping operations were conducted with both steamers and a fleet of large sailing ships soon after the first World War. By 1923, it established the first regular round-the-world passenger service.



ESTHER DOLLAR —Levick

A. B. DOLLAR..... Possibly tender at Shanghai. In fleet, 1921.
 AGNES DOLLAR.....(1913) a GRACE DOLLAR b ADMIRAL WAINWRIGHT d MARY E. MOORE In fleet, 1913-16, 1919-23. Sank off Oregon, 2/23/27.
 ALICE DOLLAR.....(1921) b WANTUNG Yangtze River passenger steamer. In fleet, 1921-25. Seized by Japanese at Shanghai, 12/8/41.
 BESSIE DOLLAR.....(1905) b KINRYO MARU In fleet, 1905-23. Sunk, 8/21/44.
 BILLIE DOLLAR..... Possibly tender at Shanghai. In fleet, 1921.
 CELTIC.....(1891) a CELTIC KING b USS CELTIC Purchased, 1923. Broken up, 1930.
 DIANA DOLLAR.....(1921) a CATHAY c ALABAMAN d NOREGA e ARMONIA In fleet, 1922-36.
 DOLLARTON.....(1918) British Columbia lumber tug.
 ESTHER DOLLAR.....(1899) a BETHANIA b PARISIAN d CHIEF SKIDEGATE e TAIHOKU MARU In fleet, 1921-29.
 GRACE DOLLAR.....(1898) a HARDY c SAN ANTONIO Built for company. Renamed, 1900. Sold, 1912.
 GRACE DOLLAR.....(1913) See AGNES DOLLAR.
 GRACE DOLLAR.....(1918) a WAR MELODY c HAKUTATSU MARU d RYUUN MARU In fleet until 1924.
 GRACE DOLLAR.....(1892) a SAMOA b USS DIX Purchased, 1922. Broken up, 1928.
 HAROLD DOLLAR.....(1904) b GRAYWOOD In fleet, 1904-10. Foundered off Oregon, 10/2/15.
 HAROLD DOLLAR.....(1910) a STRATHARDLE c GLENBEATH d ESTIRAND In fleet, 1916-28.
 HAZEL DOLLAR.....(1905) See MELVILLE DOLLAR (1905).
 JAMES DOLLAR.....(1900) a JOHN S. KIMBALL c SANTA CLARA In fleet, 1901-05. Stranded at Coos Bay, Oregon, 11/2/15.
 LAKE FARRAR.....(1919) b NISSHO MARU c NISSYO MARU In fleet, 1925-26.
 LAKE GILPEN.....(1919) b SALVAGER In fleet, 1925. Scrapped in Japan, 1937.
 LAKE GITANO.....(1919) b SINGBEE c JOSEFITA d TOYOHIME MARU In fleet, 1925. Lost in collision, off Japan, 7/3/33.
 LAKE ONAWA.....(1919) b SHINSEI MARU NO. 5 c SINSEI MARU NO. 5 In fleet, 1926.
 M. S. DOLLAR.....(1901) b G.M.GUFFEY c MELORTA Sold when near completion. Broken up, 1936.
 M. S. DOLLAR.....(1890) a ARAB c TAPPI MARU d STANLEY DOLLAR In fleet, 1900-04, 1906-17.
 M. S. DOLLAR.....(1917) a WAR KING c CHIEF MAQUILLA In fleet, 1919-28. Foundered off Aleutian Islands, 12/1/28.
 MACKINAW.....(1890) b OSAWA MARU In fleet, 1912-16.
 MARGARET DOLLAR....(1921) a CELESTIAL c ARKANSAN In fleet, 1922-36. Sunk, Caribbean, 6/16/42.
 MELVILLE DOLLAR....(1895) a SIMON J. MURPHY c TALLAC In fleet, 1901-06. Stranded off Cape Henry, 2/24/20.
 MELVILLE DOLLAR....(1903) a JOHN C. HOWARD c JINYO MARU d SHIN PING In fleet, 1906-17.
 MELVILLE DOLLAR....(1905) a HAZEL DOLLAR c SHINKAI MARU d ATSUTA MARU NO. 6 Renamed, 1918. Sold, 1922. Beached and scrapped, 1932.
 MELVILLE DOLLAR....(1921) a ORIENTAL c CAROLINIAN d ATLANTIDA In fleet, 1922-36.
 MONTARA.....(1881) a WILLAMETTE In fleet for a short time, 1906.
 NEWSBOY.....(1888) Pioneer vessel of fleet. Stranded on Humboldt Bar, California, 1906.
 NOYO.....(1887) In fleet, 1901-06. Foundered off Point Arena, California, 2/26/28.
 PRESIDENT ADAMS....(1921) a CENTENNIAL STATE c PRESIDENT GRANT In fleet, 1923-38. Stranded off New Guinea, 2/26/44.
 PRESIDENT CLEVELAND(1921) a GOLDEN STATE c TASKER H. BLISS In fleet, 1925-38. Sunk off Casablanca, 11/12/42.
 PRESIDENT COOLIDGE.(1931) Built for company. Sunk by U. S. mine off New Hebrides, 12/12/42.

(To be continued)

GREAT LAKES

Rev. Canon F. C. St. Clair,
514 North Eighth Street, Manitowoc, Wisconsin

Editor

After 18 days of testimony, Canadian Supreme Court Justice Roy L. Kellock found loss of 119 lives in the NORONIC fire of Sept. 17 attributable to "wrongful default" of owners, Canada Steamship Lines, and Capt. William Taylor, master. Justice Kellock reported to the Department of Transport that the ship was not patrolled, there was no way of sending an immediate fire alarm, only 15 crewmen were on duty, there was no plan for arousing passengers and getting them ashore, and the crew was not drilled in fighting fire while at dock.

W. Kaye Lamb, Dominion Archivist, sends word CSSL are ending Toronto-Montreal passenger service (KINGSTON and RAPIDS PRINCE), because of the steamers' age and high replacement cost.

ISLAND QUEEN a STONEY LAKE sank at her dock above Lachine locks in 8'-9' of water, about Feb. 1. Cause of sinking unknown.

The Great Lakes News, founded 1915 by the late Eugene Herman, has been sold by Mrs. Herman to SSHSA member Wade C. Brown of Cleveland, managing editor

for the past year. Mr. Brown also buys Mr. Herman's ship photo collection, now loaned to the Great Lakes Historical Society of Cleveland.

Gartland SS. Co. has returned AMAZON, given the Maritime Commission with S. B. COOLIDGE in part-payment for the new CLARENCE B. RANDALL, then chartered back to Gartland for the past 5 years. Now at Buffalo, she will probably be scrapped. Gartland's president, Henry J. Sullivan, who succeeded his father, A. C. Sullivan a year ago, died suddenly in February at his home in Wilmette.

The State of Michigan has signed a contract with Great Lakes Engineering Works, River Rouge, for a 360' double-ended ferry and icebreaker for the Straits of Mackinac. This vessel, which will give 400 men a year's work, is to cost \$4,400,000, have 4 Diesel engines, carry 150 cars, and be in service for 1951.

Imperial Oil, Ltd., has ordered 2 tankers, 620' x 68' x 35', one from Port Arthur

BIRTHDAY SALUTE FROM THE RIVERMAN'S BIBLE

It is a pleasure to congratulate Steamboat Bill of Facts on achieving its tenth anniversary number through a decade in which the greatest war in history made publication problems most difficult and, when over, left in its wake a spiral of ever-mounting publication costs. All concerned with this venture deserve most sincere congratulations.

DONALD T. WRIGHT

Editor of The Waterways Journal

Shipbuilding Co., and one from Collingwood Shipyards, Ltd. They will be ready to carry crude oil from Superior to Sarnia in 1951, when Alberta-Superior pipeline is finished.

Colonial Steamships, Ltd., has ordered a 654' bulk freighter from Port Weller Dry-

dock Co. Largest Canadian lake freighter, she will be 14' longer than the new HOCHELAGA.

Cleveland Tankers, Inc., have purchased the tanker TAURUS on the East Coast, and will bring her to the Lakes in the spring.

The Detroit & Cleveland Navigation Co. will inaugurate regular Detroit-Chicago passenger runs, and will enter the Great Lakes auto transport business, also carrying package freight. Its 5 passenger steamers will all burn oil in 1950. For the sixth, GREATER BUFFALO—taken over and made a flattop for carrier pilot training, then scrapped—the U. S. will pay D. & C. \$2,000,000.

The Cleveland & Buffalo SS. Co. of Chicago offers THEODORE ROOSEVELT for sale. Built at Toledo in 1906, rebuilt at Manitowoc in 1927, she last ran in 1946.

The Canadian passenger-freight propeller MANITOULIN a MODJESKA of Owen Sound Transportation Co. completed her 60th season last November. She will be replaced in 1950 by the new NORGOMA, being built at Collingwood.

BACK BAY a BURLINGTON b JUNEAU and BROCKTON a BENNINGTON b VALDEZ, Rutland Transit package freighters of 1908, are being broken up at Providence, R.I., almost within whistling distance of their namesake cities.

The Pringle Barge Line's new tug S. M. DEAN, built at New Orleans, arrived at Detroit in October. She will tow MARTHA with coal, Toledo-Detroit. Tug BARKHAMSTEAD is for sale.

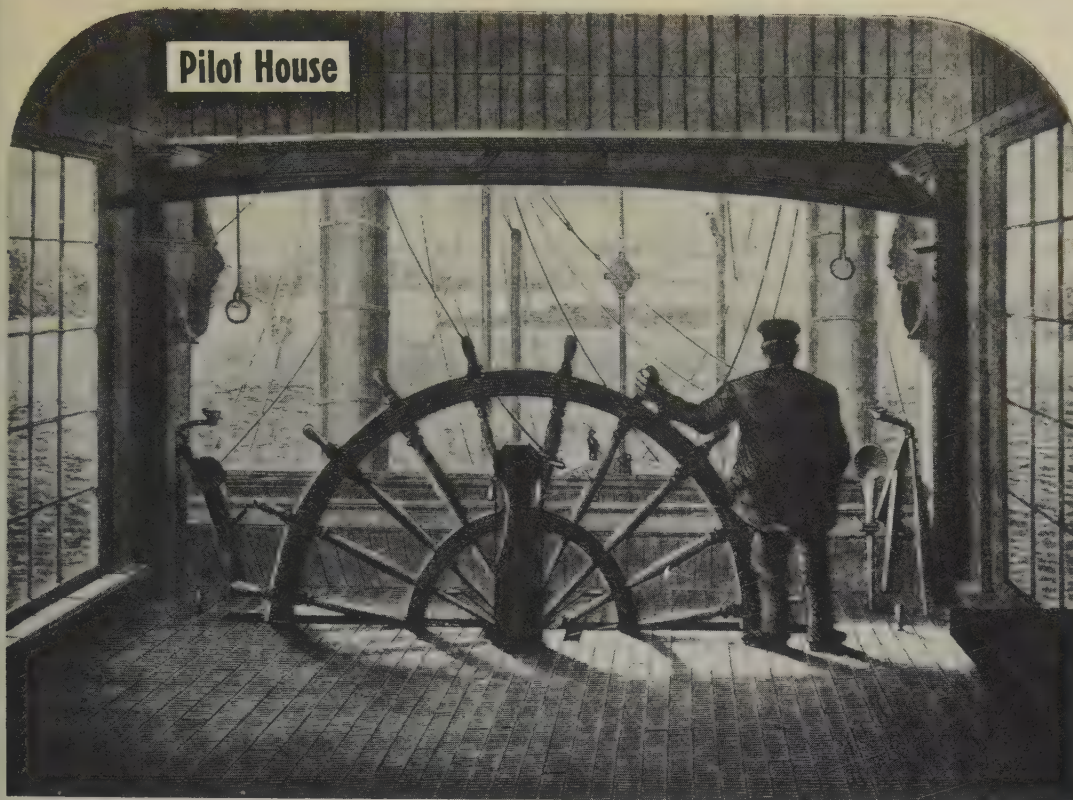
Great Lakes Towing Co. continues to modernize its fleet. Its tug OHIO will receive a GM Diesel-electric engine at Erie. AMERICA, which will get a GM straight Diesel, will be fitted for wrecking as well as towing.

W. C. RICHARDSON of Columbia Transportation Co. is to be fitted with Diesel-electric cranes—first on the Lakes—and rebuilt, giving the company a fleet of 5 crane ships.



The "Rapids Prince" at Prescott, Ontario, Canada.—14.

Pilot House

STEAMBOAT BILL
OF FACTS

A publication relating to steam and other power craft, past and present. Issued to promote and coordinate activities of historians and collectors by the Steamship Historical Society of America. Steamboat Bill's success depends on sustained cooperation of SSHSA members. Subscription by SSHSA membership. 75 cents a copy.

TENTH ANNIVERSARY
No. 33 March, 1950
Volume VII, Number 1

Left: GREAT REPUBLIC
Pilot House, courtesy
Mariners' Museum (from
Scribner's Monthly,
1874, page 643).

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Regional Editors as Indicated in Their Sections

A ten-year-old is still in the to-be-seen-but-not-heard class. We therefore humbly ask that you look at us. If you like what you see, please keep looking, and—even though it's not polite—point a bit, so that others will look too. Humble we may be, but not modest. Come one, come all, and see the seventh wonder—a steamboat floating in a Diesel-atomic-hydrogen world!

It would be pompous affectation to greet those of you who have been on the passenger list these ten full years. You belong here as much as we. To those who have been helping us—whether by writing or reading—for less than the full decade, we can only say that we'd like to have known you sooner. A few have gone ashore. We remember them and miss them.

Above all, we miss you, Sandy. You, of all of us, should have been on this anniversary cruise. But for you we should not have been making it. But for you, the ship would have foundered at the age of three. Today we remember you—and hope the steamer you saved from loss is as you would have wanted to paint her.

BOOK REVIEW* * * * *

Confederate Blockade Running Through Bermuda, 1861-1865. Letters and Cargo Manifests, ed. by Frank E. Vandiver. Austin, Univ. of Texas Press, 1947. 155 pages. \$3.00.

This valuable scholarly compilation and study should have been brought to SSHSA attention before now. The "Letters," the bulk of the volume, are from letter books of John Torry Bourne, Bermuda commission merchant, and Maj. Smith Stansbury, C. S. A., preserved by

Bourne's son, who sold them, shortly before his death, to W.E.S. Zuill. An excellent 44-page introduction is provided by the editor, the letters are followed by 42 pages of cargo manifests of individual runners, and the book ends with a detailed index.

All who have experienced the torments of tracking down blockade-runner data will welcome this book. Among famous vessels which sail in it are BERMUDA, HERALD, R.E. LEE, BANSHEE, and ADVANCE (which poses as frontispiece).

Heard On The Fantail

Send FANTAIL views, reminiscences, news of members, and notes on operation to Jay Allen, Saffer Court 2, Urbana, Illinois.

"In case you don't know it," as I remarked in April, 1940, "we are on our steamboat's aft deck between main and hurricane decks." So draw up a camp stool or deck chair for our Fantailers' tenth anniversary reunion, as the sunset deepens over the foaming wake. Our picture shows J.T.MORSE at Bar Harbor, July 4, 1929. Our special guests are those who contributed major articles to Vol. I—April, 1940, through December, 1942. A few missed the boat this trip; but we hope to hear from them in June. We'll call on those who are here in the order in which their articles appeared.

Capt. Walter E. Scott, who wrote flavorful features on J. T. MORSE and GOVERNOR DINGLEY in SB:3 and 9, has this to say: "It is often said that a Penobscot Bay Pilot can safely navigate a steamer when you can spit on the rockweed. This is true, and anyone who has travelled on the steamers of the region has seen the clinkers strike the rockweed when blown from the ash hopper. The boats were steered by eighths of a point of the compass, and timed by the second from buoy to buoy. The men were schooled by their superiors that one spoke of the wheel the wrong way would pile the ship on a boulder before a bell-pull could be lifted. Those who have seen the fog roll into Eggemoggin Reach and Fox Island Thorougfare so thick that a porpoise would get lost on the surface will confirm my belief that nowhere could you find a steamboat run more nerve-wracking or pilots more skillful than those who have pulled a whistle cord during a fogbound trip on a Penobscot Bay run. Such men as Captains Winterbotham, Shute, Thompson, Barbour, the Crocketts, Philbrook, Stanley, Dunton, and Archibald—these men have all inhaled enough fog to completely shut in Isle Au Haut for an entire week...."

Our fifth trip was highlighted by Harvey S. Ford's tale of the Weems Line. Says he, "I mean to take advantage of this opportunity to congratulate you and the staff of Steamboat Bill. Among my most valued possessions is a complete file of Steamboat Bill, and no periodical that I read contains more of interest to me.... Best wishes for a long and prosperous career for Steamboat Bill."

"The Eastern SS. Company's Intra-Maine Lines" was the title of Byron Boyles' discourse for trip number 6 (December, 1941). He writes, "As an enthusiastic member of the SSHSA since its organization, an ardent supporter and small contributor to Steamboat



—Photo by W. K. Covell

Bill of Facts, I would like on our tenth anniversary to call our members' attention to the fact that as to feature articles we have only skimmed the surface. Let's all dig down in our notes, records, and files and send Steamboat Bill some real feature articles while this information is still available."

Our third season started off with the tale of HARVARD and YALE by John H. Kemble. He gives us "a few recollections of Los Angeles Harbor as I remember it in my tender years.

"The 'twenties were the Indian Summer of Pacific coastwise steamers. In these years the alert pessimist could discern intimations of the...highway competition and labor troubles which were to bring about the downfall of the trade in the next decade; but only a few paid attention to such things.

"For me, the best of this period is... memories of summer Fridays at Los Angeles Harbor.... At 10 o'clock in the morning, when with luck the fog might be at least partly burned away, H. F. ALEXANDER was due to dock at her Wilmington pier from Seattle and San Francisco. Her long, lovely green hull, topped by white upper works and two perfectly raked and proportioned stacks, slid into a berth next to either EMMA ALEXANDER or RUTH ALEXANDER. These were the year-round wheelhorses of the Pacific Steamship Co., making the round voyage from Seattle to San Diego via Victoria, San Francisco, and Los Angeles in two weeks.

"Meanwhile at the Catalina Terminal, AVALON cast off her lines at 10 o'clock, and swung out into the narrow channel just in time to make way for CABRILLO, which had left Catalina Island at 8 o'clock. The third steamer of the fleet, the standby HERMOSA, was likely to be tied up at the Catalina Terminal also.

"In addition, one of the White Flyer Line, HUMBOLDT or SAN JUAN, might arrive from San Francisco, Port San Luis, and Santa Bar-

bara. Other possible visitors would be NEW-PORT or ROSE CITY of the McCormick Line from Portland and San Francisco, or one of the passenger-carrying lumber schooners of the same owner, in from Seattle and Grays Harbor. A fairly certain tenant of an inactive berth was WAIMEA, ... spare steamer for LASSCO.

"In the early afternoon, activity resumed when YALE or HARVARD, gleaming white from her green boot-topping to her black funnels, docked from San Diego at 2 o'clock. Shortly after 3, the Pacific Electric 'boat train' from Los Angeles brought passengers, and promptly at 4 she backed out of her berth past the H.F., and, with a tug pulling at her bow, swung around before heading out of the harbor for San Francisco. This was scarcely over before another train brought passengers for the H.F. She sailed at 5 with a good deal of fanfare, including the streamers of serpentine which had been adopted for coastwise sailings from the Hawaiian liners. I remember the proud day in my young life when I sailed in H.F. ALEXANDER. When we rounded the end of the Los Angeles Breakwater, the white hull of YALE was flashing in the sunlight ahead. About 9 that evening, YALE's lights were abeam as the H.F. gradually drew ahead of her. Although both ships were due in San Francisco at 10 the next morning, YALE was nowhere in sight when we came into our dock...."

Hazel Mills was second pilot on that trip, in charge of "Navigation of the Columbia, Willamette, and Snake" rivers.

"I got involved in the subject of steamboats indirectly. While at the University of California, I began working on a history of the Colorado River and was fascinated by the discovery that for many years steamboats of respectable size had been operated on that river. So, although my only experience in navigating the Colorado was crossing it on a primitive automobile ferry above the site of Hoover Dam, I became interested in steamboats for themselves, not just as historical facts.

"Steamboats were a novelty to me, since I grew up in that land of dry rivers, Southern California; yet I was not entirely a land-lubber, for I...travelled on the HARVARD, YALE, EMMA ALEXANDER, H.F. ALEXANDER, the excursion ship to Catalina Island, and later on the San Francisco Bay ferryboats. The first river steamers I ever saw were the DELTA KING and DELTA QUEEN, then running on the Sacramento.

"When we came to Oregon, my husband and I became interested in the steamboats of the Columbia and Willamette Rivers. There were in 1939 nine sternwheelers: ANNIE COMINGS, CASCADES, CLAIRE, GEORGIE BURTON, HENDERSON, JEAN, N. R. LANG, PORTLAND, and UMATILLA. The only regular passenger vessel was GEORGIANA, a sleek propeller that ran to Astoria from Portland, and she was taken off in 1939. That year she became LAKE BONNEVILLE and ran to Bonneville Dam; but that was not profitable, so she was

tied up. At present, the sternwheelers in operation are CLAIRE, JEAN, HENDERSON, and a new PORTLAND, built in 1947.

"In...Oregon, I began to gather facts about the early navigation of the rivers; so I was able to send Steamboat Bill an article. Later I turned the subject over to my husband and he has since written a book on the stern-wheelers of the Columbia and its tributaries. However, I still hope to do something further with the history of the navigation of the Colorado River—it is such a fantastic story."

Our third pilot, Wallace Martin, told us about Pacific Coast steam schooners. Today he'll tell "the story of a grand old ship, still going strong on her 80th birthday.

"The steamer VICTORIA is the oldest deep-sea commercial vessel under the American flag. Built at Dumbarton in 1870, as the Cunard liner PARTHIA, she catered to the luxury trade crossing the Atlantic. After 17 years, her owners decided to trade her in on a new vessel. The Canadian Pacific was looking for a vessel of her type for its Vancouver-Orient run; so the PARTHIA, renamed VICTORIA, was soon engaged in this lucrative trade, along with the ABYSSINIA and BATAVIA.

"In 1898 she transferred to American registry and was fitted out for a troop transport in the Spanish-American War. After a few trips in the service of Uncle Sam, the VICTORIA got back to the Coast just in time for the gold rush of '98. She carried over 1200 miners to Nome, and maintained frequent sailings on her regular run to the Orient.

"Larger ships entered the trade...and VICTORIA's owners sought employment for her elsewhere. The Northwestern Commercial Co. of Seattle purchased her in 1904, and for the next four years she made regular trips to Alaska. When her owners merged with the Alaska Steamship Co. in 1908, the VICTORIA merely changed house-flags and continued...on her run.... Always a favorite with tourists, the VICTORIA was known to nearly every man, woman, and child in the vast Northern territory which she served....

"Just prior to World War II, the VICTORIA was cut down to a freighter. Today, the stout old iron hull...seems destined to go on to the century mark.... Good luck, VICTORIA. Long may you sail!"

On our first Western Rivers trip (August, 1942), Capt. Hugh Voorhies took us to the Red River. For this anniversary, he tells us how he became interested in steamboats.

"One of my big thrills of life was, when a youngster, seeing the levee at New Orleans for the first time, January 4, 1875. Steamboats were berthed two and three deep up and down the river for a mile or more.

"Accompanied by my mother, I boarded the snow-white KATIE, which had a pelican painted on her wheelhouses and a golden ball swinging between her fancy-top chimneys. Whis-

tles were sounding, bells ringing, and mates urging the negro deckhands aboard with the freight, still arriving on mule-drawn wagons.

"The KATIE was the prettiest steamboat on the Mississippi, and one of the fastest. She was lying at the foot of Canal Street near the ROBT. E. LEE of 1870 race fame. The following steamboats were also at the levee...: FRANK PARGOUD, NATCHEZ, LABELLE, FANNY TATUM, NEW BART ABLE, THOMPSON DEAN, OUACHITA BELLE.

"It was near dark when we entered the brilliantly lighted cabin. The waiters...were setting the dining tables for the sumptuous meal that was called supper. Every boat of this period tried to excel...in meals and speed. If they failed in speed, they tried to make up for it in the culinary line. Meals cost on an average 35 cents each....

"We had a stateroom near the large port wheelhouse, and I fell asleep to the rhythm of the great paddle-wheel. Now and then, through the night, I was awakened by the musical blasts of the whistle, for a landing or the meeting of downstream boats.

"We arrived shortly after daylight at Blue Store, my Aunt Jenny's landing, where we were to spend several months.... Aunt managed a plantation and operated a dairy supplying ROBT. E. LEE, NATCHEZ, KATIE, and others. The W. S. PIKE came over from Bayou Sara, ...every other day. I went almost every day with the wagons to the landing to see the boats arrive and hear the rousters sing. I have seen Cpts. Cannon of the LEE and Leathers of the red-chimneyed NATCHEZ standing on the hurricane decks of their boats, and waved at them.

"On completion of our visit, I went with mother to St. Louis on the GREAT REPUBLIC, the largest and finest steamboat of her day. However, my first love is the KATIE."

"Sandbar" John Zenn took over for the Monongahela River. He says he'll pick VOLUNTEER as his favorite towboat.

"She was what we used to call a short-trip boat. She usually ran from Pittsburgh to Louisville. Jared Grace was her captain—one of the nicest persons I ever knew—reminded me a lot of Jesse Hughes, pilot on the GORDON C. GREENE and DELTA QUEEN and vice-president of the Greene Line Steamers. Mike Hester was her mate—a McKeesporter and a typical Ohio River towboat mate....

"The VOLUNTEER used to work in the harbor during boating times. When they were making up the tows, they would get out all the coal they could to get the boats and barges loaded and dropped down into the harbor, so that they would go out on the rise. So, the barge boats would run up into the pools and grab a pair of boats or barges and drop them down to the harbor and turn them over to one of the big boats which was about ready to leave—then skin back up the river for two or three more. Well, the VOLUNTEER could do that slicker and faster than any other boat. Mike

would lay her stacks back so she'd get under the bridges, and we used to say she would 'lay her ears back and run like a scared deer.' She was fast! I would like to see her today running light on an open river with Jared Grace at the wheel coming upstream—and then let some of these boats we have today try to catch her. She was sent to Mexico about 1916."

Finally, on that river trip, C.W. Stoll took the wheel. He says:

"I join in hearty congratulations to Steamboat Bill on its Tenth Anniversary. I only wish I had been alert enough to be in on the beginning. For as long as I have been a member of its family, it has brought me much pleasure, and I am grateful for the really invaluable job of research and recording it is doing. I came on the steamboat scene as a lad of 15 or 16 just as the packets were dying here on the western rivers. It was my luck to make a trip on the last Evansville packet, the SOUTHLAND, the last year she ran, 1932. She burned that December. In 1933 I made a trip on the SENATOR CORDILL, and the following February she was wrecked. Her sister, QUEEN CITY, had ceased operations the previous fall. The OUACHITA operated as a packet up here in 1934. I made a trip on her. The TOM and CHRIS GREENE lost those beautiful cabins in 1936. I had ridden on them both just before they ceased being, in the strict sense, packets. So, although one of the younger generation, I have a real appreciation for what SB is doing....

"Perhaps, to the steamboat hobbyist, the future looks much dimmer than the past. But I refuse to think that it is pitch black. I believe that some sort of boats will always run. We know here that the charm of a steamboat and the beauty of our streams is sufficient to make a boat an economic verity, even if it may some day be a Diesel boat. And there are always enough obliging people in the world, and enough hobby 'nuts' who will somehow manage to make...trips on boats."

For trip number 9, the last under my command, our first pilot was Stephan Gmelin, who showed us "The Sandy Hook Route." Says he, "The other night I dug up Volume I, Number 1, of Steamboat Bill, just to see the contrast between then and now. Then there were only a handful of subscribers, and the course was dangerous with many shoals. My admiration goes out to our founder...for the foresight he had and the courage in 'putting it across.'"

And before you go ashore at the end of this thirty-third trip, I want you to know that I realize that about all I did was crash the champagne bottle on Steamboat Bill's bow as she slid down the ways. It is you, editors, contributors, and readers alike, who have made each succeeding trip increasingly enjoyable and rewarding to us all.... There's Captain Mitchell blowing for another landing. See you in June for trip number 34!

STEAMBOAT BILL

REVIEWS AND NOTES* * * * *

Steamboats on the Western Rivers, by Louis C. Hunter. Cambridge, Harvard University Press, 1949. 684 pages. Ill. \$10.00.

"Mr. Hunter here presents the definitive account of the steamboat in the Mississippi Basin. He covers every aspect of its technological development and of the rise, peak, and decline of its importance to the people and the economy of the entire area. Scholars and historians of the West and of American economic history, as well as informed amateurs in the same fields, will find his book invaluable." With this announcement in the fall of 1949, Harvard University Press gave notice of the forthcoming publication of a long-awaited book and at the same time presented an excellent brief review of the book.

The first impression derived from a cursory survey of Professor Hunter's work is the encyclopedic scope of outline indicated by the chapter headings and the extensive documentation. In the 16 chapters covering as many phases of the epochal century of steamboating on the western rivers following the launching by the Livingston-Fulton interests of the first steamboat in 1811, the total number of references is 2093, and many are multiple citations. The sources of these references are as extensive as the material they illustrate and support. They are from books, magazines, contemporary newspapers, Mid-West Historical Societies, Congressional Documents, court proceedings, census statistics, Custom House records, and Government Archives. In addition, there are 51 statistical tables covering comparative dimensions, construction, performance, operating costs, accidents, arrivals and departures, and the nationalities of officers and crew members of western river steamboats.

The initial chapters of the book, which deal with the introduction of steam navigation in the West, the subsequent structural and mechanical evolution of the inland river steamboat, and the pioneering work in river improvement, are packed with information of interest to both historians and technically-minded river enthusiasts.

The development of the techniques of steamboat operation, the inevitable and widely publicized accidents, the organization of transportation and steamboat travel where Mid-Victorian luxury of cabin passage was separated by less than an inch of flooring from the squalor of deck passage, are important factors of the economic and social scene which Professor Hunter recounts with the discernment of an economic historian.

The decade before the Civil War, commonly called "the golden age" of steamboating, Professor Hunter chooses to call the "critical age." It was the decade in which steamboat business attained maturity, although the typical organization remained one of small-scale individual enterprise. Competition within the in-

dustry was often ruinous and of far greater concern to steamboat interests in the 1850's than the invasion of the Mid-West by the railroad or the rapidly developing towing trade, both of which were to be important factors in the steamboat's final struggle for existence.

Steamboat activity, like most peacetime enterprises, was plunged into a temporary depression at the outbreak of war in the spring of 1861; but the conscription of a number of steamboats for troop movements in August initiated a system of logistics unique in the history of warfare. Professor Hunter presents some heretofore obscure facts and figures relative to the government's activity in chartering, leasing, and building an Inland River Fleet in which, at one time or another, during the four years of conflict, there were 640 flat-bottom paddle-wheel steamboats.

Although the renaissance of steamboating which followed the Civil War produced the largest, the fastest, and the most elegant steamboats the western rivers had ever borne, the age of big business was at hand, and only a close coordination of river and rail transportation could offer any hope of stemming the decline of the steamboat's economic usefulness. Steamboat interests lacked the organization and resources to effect such an alliance with the rapidly expanding railroad systems.

In the closing chapters, which deal with the postwar period, the triumph of the railroads, and the years of adjustment, the author surveys the industrial development in an economic and social structure which became more and more independent of rivers and river transportation. That pioneering period of mid-continent United States, in which the wheels of progress were literally the paddle wheels of the great white fleet, had all but passed by the end of the 19th century, and a new era in which the steamboat was no longer an important economic instrument had dawned.

This masterpiece of research is surely destined to be a major source book on all matters pertaining to the rise and fall, and to the economic and social significance of the steamboat on Western Rivers. —C. E. Palmer

MORSIANA (continued from page 4)

2. Models of J. T. MORSE.

- a. By M. Elmer Montgomery, Rockland, Me. 10"
 - b. By Fred Avery (USNA Museum) for author. 11 $\frac{1}{4}$ "
 - c. By E. B. Reed, Jr., Millinocket, Me. 20"
- Are there any others?

3. Paintings of J. T. MORSE.

- a. By Fred Pansing. Used to hang in India Wharf, Boston. Where is it now?
- b. By (?) Phillips. Seen in Northeast Harbor, Me., 1939. Who knows of others?

4. Missing Data: Printed schedules, 1904-6, 09-11, 13. Details of Eastport trip, 1925. Last logbooks (seen on YANKEE). Whereabouts of bell. Architects designs. Author invites correspondence on any phase of Morsiana.

"Steamboat Traffic on the Upper Missouri River, 1859-1869," by Alton B. Oviatt. Pacific Northwest Quarterly, XL:93-105(4/49).

Mr. Oviatt manages to suggest not a little of the colorful character of upper Missouri River steamboating in this thoroughgoing study of the contribution of river navigation to the early development of the Montana gold fields. Early in the 1860's the discovery of gold in the Rocky Mountains, about the headwaters of the Columbia and Missouri, touched off a rush of immigration into that most inaccessible corner of the United States. For this and the increasing freight traffic, the Missouri proved the best route, even though steamboats had to navigate 2300 miles of dangerous channel from St. Louis to Fort Benton.

The rapidity with which this upper Missouri traffic arose, prospered, and declined is one of the striking phenomena in the opening of the West. Whereas, in the 6 years prior to 1865, only one to 8 boats reached Fort Benton annually, in 1866 the number leaped to 31. On June 14, 7 boats were at Fort Benton. The year 1867 saw the peak of the traffic, when 39 boats brought, according to various estimates, 5000-8000 tons of freight to Benton. "By mid-June the levee for almost a mile was covered with freight, as land transportation lagged behind that by river."

The freight receipts of the 39 boats evidently averaged more than \$28,000 apiece; a good return for one trip of a vessel whose value was \$20,000-40,000. Beyond this, Oviatt states that the average passenger fare from St. Louis was \$150 and estimates, assuming 40 passengers per boat, that 1500 persons thus voyaged to Benton in 1867. This estimate the reviewer believes to be too low. It disregards the fact that the boats carried passengers both ways, taking back to St. Louis at least as many as they brought out, at the same fare.

At that rate, the 39 boats on their round trips averaged nearly \$38,500 for passenger fares alone—making a gross take of over \$66,000 per boat. It is easy to understand that many boats paid for themselves in a single trip, and made a handsome profit besides.

The bonanza days of upper Missouri traffic, however, lasted barely through 1869. With completion of the Union Pacific, and of another railroad to Sioux City, traffic to Montana by land routes quickly became cheaper and faster than by river. In 1870 only 8 boats came to Benton, 7 in 1873, and 6 in 1874.

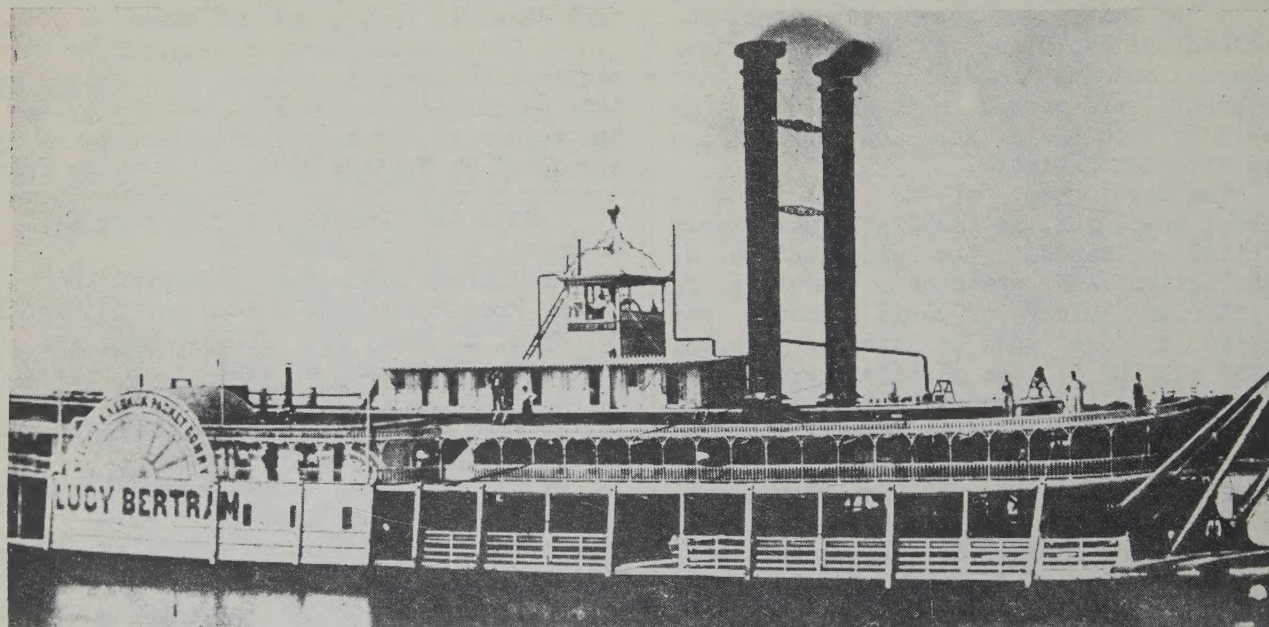
Mr. Oviatt has performed a service of real value to future students of Montana's beginnings by defining, briefly and precisely, the part played by the now virtually defunct Missouri River steamboat in the founding of the Treasure State. —Joseph Mills Hanson

John Emmerson (Box 112, Portsmouth, Va.) is now selling (\$6) his Steam Navigation in Virginia and Northeastern North Carolina Waters, 1826-1836—453-page sequel to his Steamboat Comes to Norfolk Harbor (\$10.80 the set).

Member H. P. Faust sends the Nov.-Dec. issue (XI:6) of Seaposter, publication of Maritime Postmark Society. "The M.P.S. is a group of ship and steamboat lovers who...collect envelopes...posted on board...ships.... It is a fascinating hobby...and there may be other SSHSA members who would be interested."

The current Seaposter is an attractive 12-page paper, not unlike the early Bill, with offset cover sheets, liberally illustrated. The lead article, on the newest Farrell ship, is by Mr. Faust. Seaposter is \$1 a year from D. B. Browne, 466 Fillmore St., Pasadena 5, Cal.

WANTED: USN Manual on Japanese Merchant Marine, ONI 208 J. Quote price wanted to E. S. Douglass, Altamonte Springs, Florida.



Having no Western Rivers news report, we present something which was news 87 years ago--and would be bigger news now--the second St. Louis & Keokuk LUCY BERTRAM. Courtesy The Work Boat